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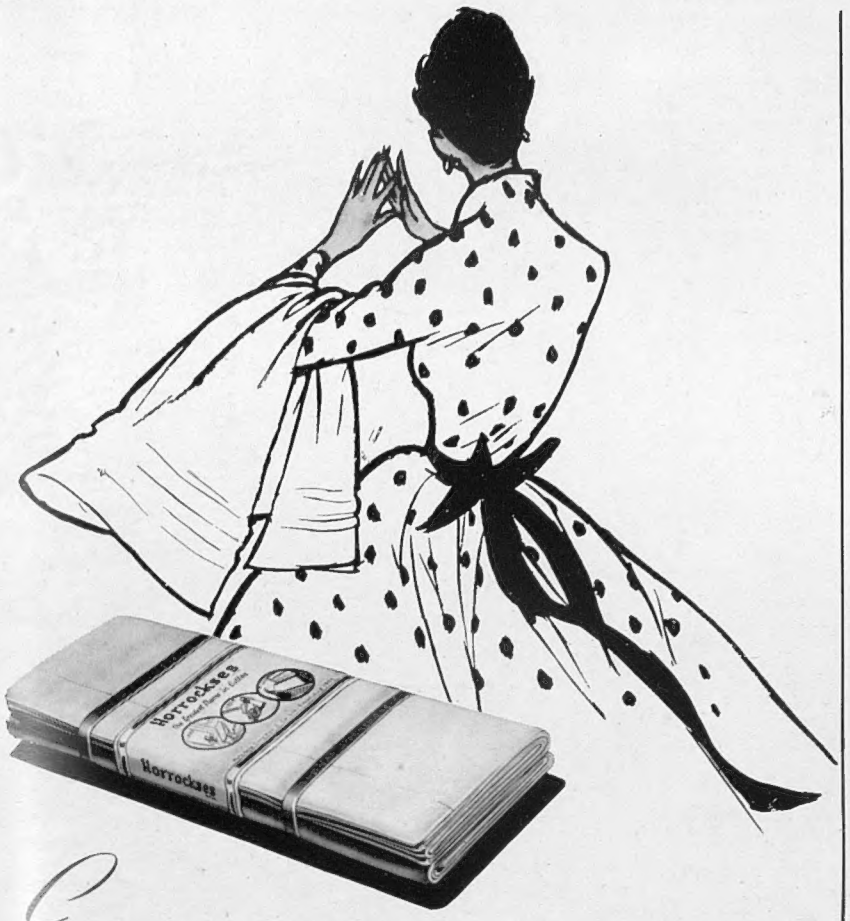

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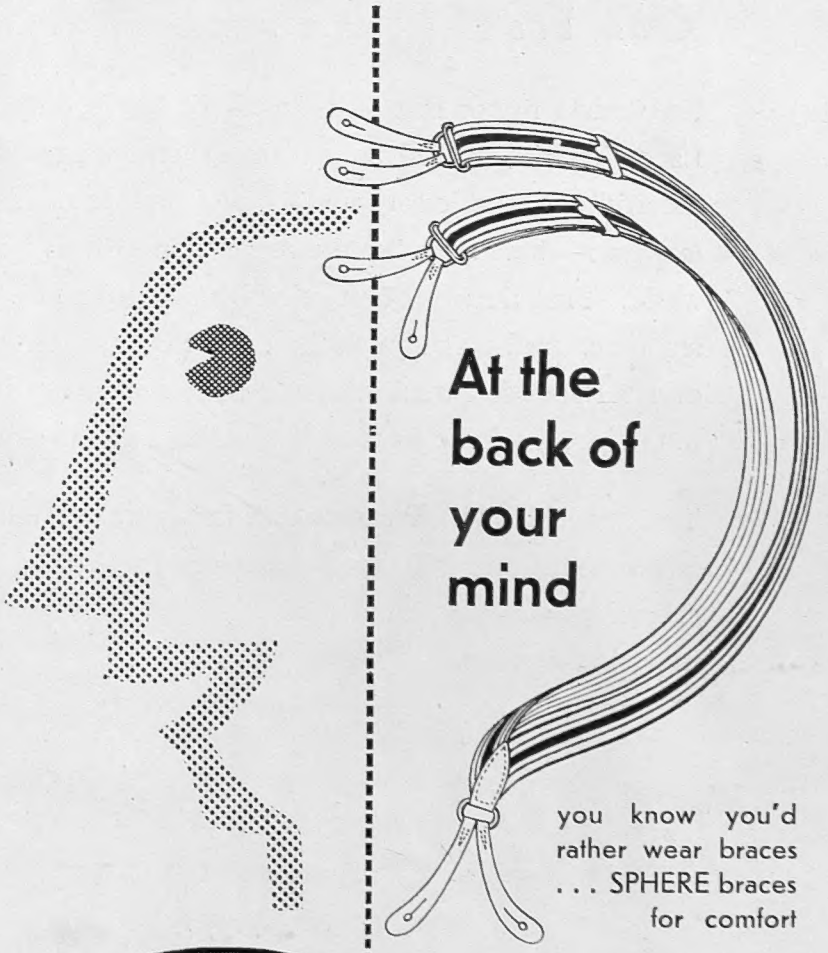

At the back of your mind

you know you'd rather wear braces . . . SPHERE braces for comfort

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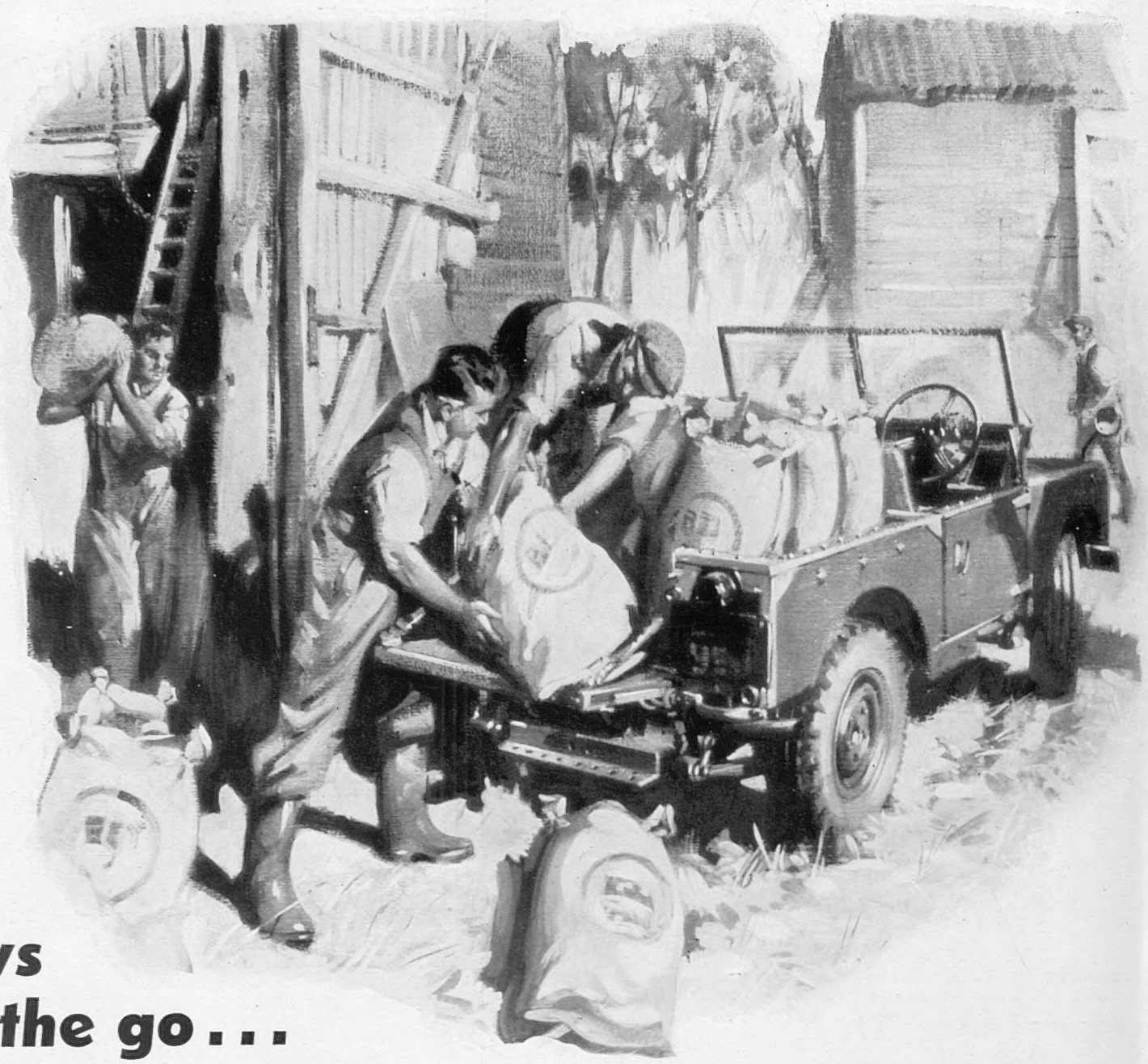
BELTS AND GARTERS
STAND PRE-EMINENT

A. 3591



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No vehicle makes such light work of heavy duty on the farm as the Land-Rover . . . . and no vehicle tackles such a wide variety of jobs so cheerfully in the less green fields of Industry. Versatility, endurance, *toughness*—these are what the name 'Land-Rover' stands for all over the world. That thrustful 4-wheel drive gets through . . . . anywhere . . . . any time. And not only can the Land-Rover get to the scene of operations over surfaces that would defeat other vehicles, but it can also take power to the job, thanks to its two alternative power take-off points.

The powerful 52 BHP engine now incorporates a number of new long-life features that will still further enhance the Land-Rover's reputation for achieving the almost impossible in next to no time.

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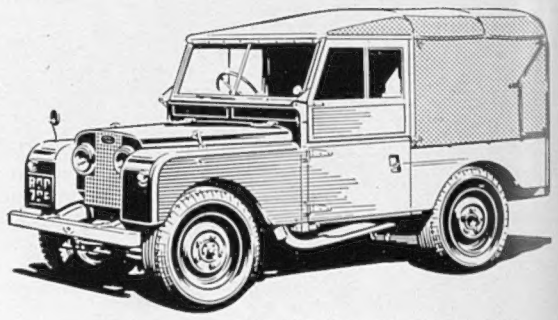

86" Wheelbase Land-Rover with detachable hood and side-screens

IN THE NEWS

LAND-ROVER FIRE ENGINE IN UNUSUAL ROLE

During the heavy snowfalls earlier this year, the Land-Rover fire engine at Cambridge airport, normally used for aircraft crash rescue work, gave a demonstration typical of Land-Rover versatility. With the aid of its 4-wheel drive, the vehicle did a wonderful job towing a snowplough and clearing drifts from the perimeter tracks and runways. Wherever it goes to work, the Land-Rover can take it!

LAND-ROVER makes light work of heavy duty

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Volume CCXXI No. 2881

The SPHERE, London, April 30, 1955

The SPHERE

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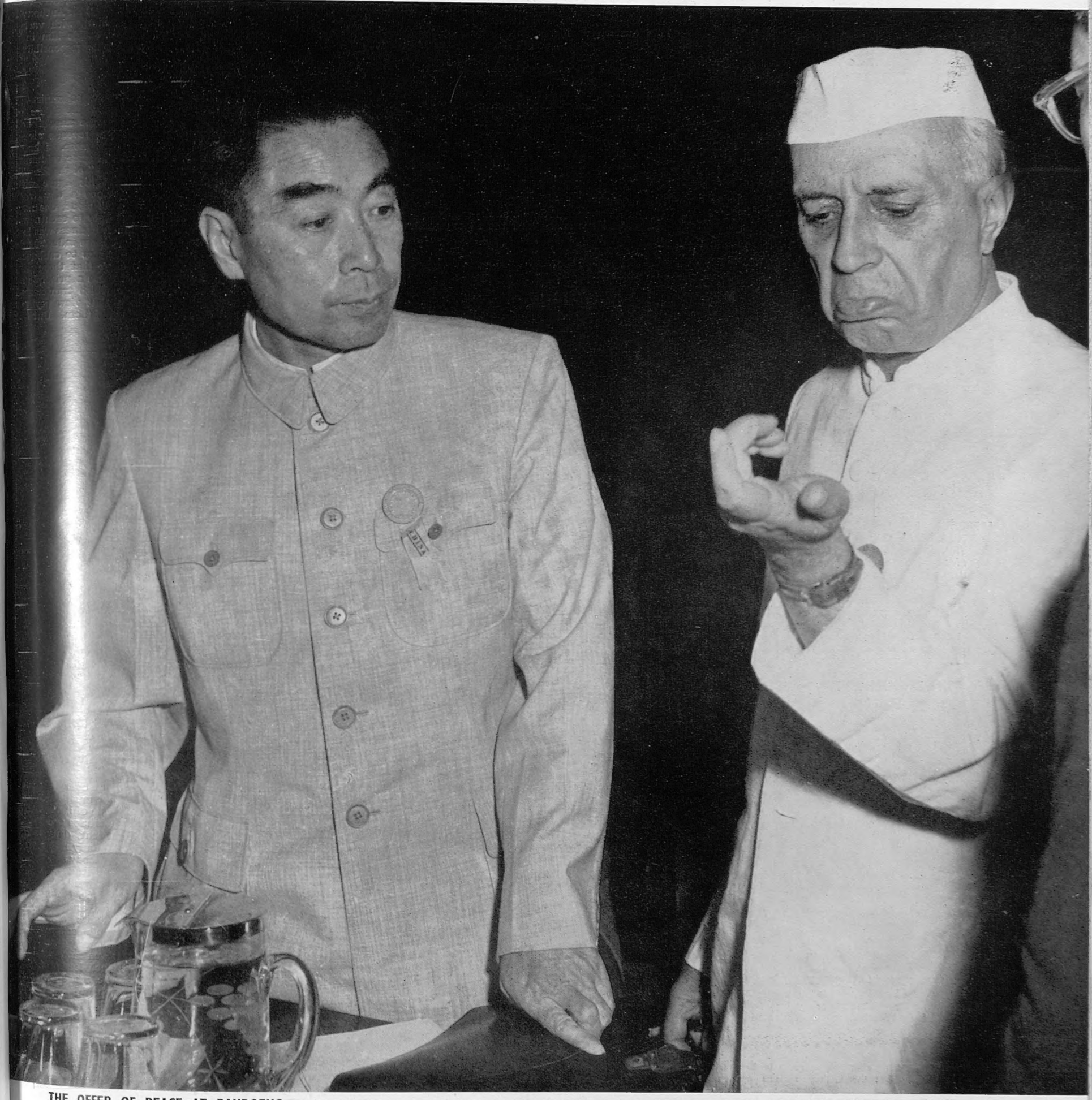

THE OFFER OF PEACE AT BANDOENG—MR. CHOU EN-LAI, THE CHINESE PRIME MINISTER, IS SEEN WITH MR. NEHRU, THE PRIME MINISTER OF INDIA, DURING THE AFRO-ASIAN CONFERENCE IN INDONESIA: Mr. Chou caused a sensation in the final stages of the meetings by announcing that Communist China was ready to negotiate with America on "the question of relaxing tension in the Far East, and especially in the Formosa area." Later, however, he qualified his statement.

When Mr. Chou En-lai made his proposal at a luncheon of representatives of eight of the Powers at Bandoeng, the news was immediately flashed round the world. Reaction in Washington was reserved and cautious. It was pointed out that the Chinese Premier's remarks needed qualification, and that America could not discuss Formosa without General Chiang Kai-shek's Republican China being represented. Twenty-four hours later Mr. Chou had made a further statement, this time to the full Conference of twenty-nine nations. Having reaffirmed his wish to "sit down and negotiate" to relax tension over Formosa, he went on: "But this should not affect in the slightest degree the sovereign rights of the people of China in liberating Formosa." The Chinese Prime Minister also offered to issue a joint declaration with Britain on "five principles of co-existence." In London it was stated that these principles were already inherent in the United Nations Charter, which Great Britain observes. (Further pictures of the Afro-Asian Conference on page 179.)

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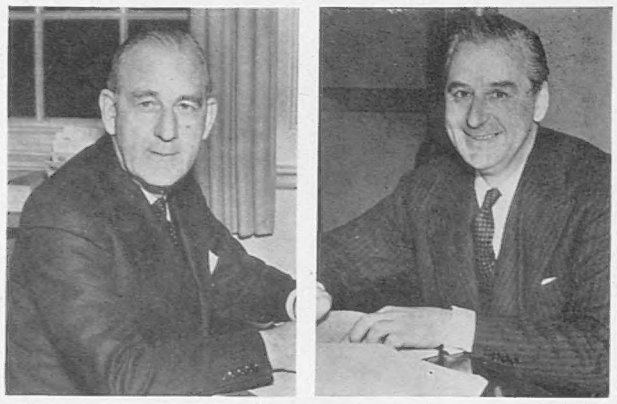
BRADFORD'S GIFT TO AUSTRALIA

A CHEQUE FOR MORE THAN £18,000 IS PRESENTED FOR THE RELIEF OF VICTIMS OF THE RECENT FLOODS IN AUSTRALIA: Sir Thomas White, the Australian High Commissioner in London, is receiving the cheque from the Lord Mayor of Bradford, Alderman H. J. White (on right), during a ceremony at Australia House. Watching the presentation are Lady White (second from left) and the Lady Mayoress of Bradford. The money was contributed by the people of Bradford in less than five weeks. By last week-end the High Commissioner had received a total of over £67,000 towards the fund. This is in addition to the sum collected by the Red Cross Society.

NEW MINISTERS AT THE SCOTTISH OFFICE



APPOINTED BY SIR ANTHONY EDEN IN THE RECENT MINISTERIAL CHANGES: *Left*—Commander the Rt. Hon. T. D. Galbraith, who has been appointed the new Minister of State, Scottish Office, and, *on right*, Mr. J. Nixon Browne, the new Parliamentary Under-Secretary at the Scottish Office. Commander Galbraith, who is the Member for the Pollock Division of Glasgow, had previously been Joint Parliamentary Under-Secretary of State for Scotland since 1951; in 1945 he was a Joint Parliamentary Under-Secretary at the Scottish Office. He is now elevated to the Peerage. Mr. Browne, who sits for Govan, had been the Parliamentary Private Secretary to the Secretary of State for Scotland since 1952.

AN EXHIBITION HELPS VICTORIA LEAGUE

DUTCH AND FLEMISH MASTERS ON SHOW IN LONDON: Mr. Eugene Slatter, who is exhibiting Dutch and Flemish Masters at the Slatter Gallery in Old Bond Street, conducts Lady Worsley, a Vice-Chairman of the Victoria League, on a tour of inspection. They are looking at "A Foray," by the Haarlem artist, Salomon Van Ruysdael (1600-70). The proceeds from the sales of the illustrated exhibition catalogue are being given to the Victoria League. The exhibition at the Gallery remains open until July 9.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2. The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £5 16*s.* 6*d.*; 6 *months and Christmas Number,* £3; 6 *months without Christmas Number,* £2 16*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.*, £2 19*s. and* £2 15*s.*; *and for elsewhere Overseas* £5 18*s.* 6*d.*, £3 1*s.* 3*d. and* £2 17*s.* 6*d. Terms include postage.*

A London Newsletter

195–198, STRAND, W.C.2.

Budget.—A short Budget, a clever Budget, a perhaps risk-taking Budget—in short, an Election Budget. A Budget rather difficult for an Opposition, making bricks without much straw, to condemn. For, if the bonus to the higher-income groups and the super-tax groups seems like chicken-feed, there are 2,000,000 freed from contributing at all to taxation revenue, and many, many more given late Easter eggs of considerable value to them. I expected a Socialist Budget, but I was pleasantly surprised by its lack of austerity. Mr. Butler has benefited all in giving back £150,000,000 of his surplus, and if his faith in the nation's good sense in working and saving, and his faith in the trends of world trade be justified, he holds out hope of more reliefs in 1956. Often enough, the red light turns to amber quicker than we expect. Things looked pretty bad a few weeks ago. To-day the newspaper strike is over, *pro tem.*, Russia is indulging in a spell of conciliation, an Austrian settlement seems just possible. That high-level conference is in the air again. Uncertainties at home are resolved—the Budget and the General Election date, and there is a feeling in the air that a *reductio ad absurdum* may at last bring back to the nation its lost senses of proportion, responsibility and even humour, and that in a few weeks' time a stable and experienced Government may really lead the nation back to peace and prosperity with the aid of these restored virtues. *Sursum Corda?* April, at any rate, has laughed her girlish laughter. We have "crept out again to feel the sun."

Election Prospects.—Henceforward until May 26, all the tipsters will devote themselves to examining form and forecasting the prospects of the Great Polling Stakes. As I am bound to be among the prophets, I may as well begin to draw a blueprint of my horoscope. I am not going to throw my hat in the air and confine myself to forecasting merely the size of the Tory majority. Complacency is the danger, not least at the time of the Derby. The County Council Elections were a lesson to the Right Wing, which might then have struck a hammer-blow, but achieved no more than a slap. The Tory tipsters (or some of them) will tell you that the present Government's four-year record is *enough*. The Socialist mess cleared up, peace and prosperity advanced, a higher standard of living and saving than ever before, housing records, public services records, education and health and pensions forging ahead, another Budget with tax reductions for the lower-income groups. It will convince many voters that to swop horses now would be suicide. Where, they will say, can you find half-a-dozen Socialist Rolands to replace Tory Olivers in the chief offices, Olivers so obviously fitted by experience to carry on; Olivers who have been for four years cleaning up the mess of the Rolands who will again offer themselves to us? But, let us remember, an archangel of persuasion won't convert one single convinced Socialist, and these make up about 44 per cent. of the electors; and among the fluid, the wobblers, not a big majority look beyond their own backyard. The Socialist tipster will concentrate on the appalling cost of living, unfairness in the distribution of essentials, the sweets to the capitalist and the raw deal of the workers, who create the growing profits, the scandal of the textile industry's decline, the wrongs which Labour will instantly put right for the grousers in every village and city street. . . .

This Picture and That.—The terms of the Budget will, of course, have an influence. But complacency will be the danger. I think the battle will be lost and won by the local constituency organisations. I shan't throw a hat in the air till the end of May—the right time to cast a clout. But when one sets side by side the men of the two chief parties who will canvass our votes for the right to fill the chief offices of State for the next five years, it seems difficult to believe that the wobblers will long wobble. Macmillan or Morrison, Butler or Gaitskell? How did the last Socialist Government leave our economy? How has the Tory Government cleaned up the mess? How shall we view the hastily patched-up façade of the Socialists and the no less hastily drafted "plan for peace and posterity" which they will offer us? With such a loosely-gummed united front and such an emergency doctor's mandate, is it to be believed that the wobblers will offer them five years to "have another stab at it" in times so critical, on their record of their last administration, and after the failure of their jeremiads over the Tories, war-mongering Government and "empty" boasts of more houses. I think not, if only the Tories can give us a pledge to rank domestic matters as of equal importance for our salvation as international matters, and to give us as courageous a lead in squaring our vicious circles as they have given a tactful lead in international affairs. Sir Anthony Eden has been so long identified with foreign affairs to the exclusion of domestic, that that fact may tell in Mr. Attlee's favour. But Sir Anthony's right-hand men, Butler and Macmillan, with varied experience of home affairs, will be beside him in a Cabinet which will be of more widespread responsibility than the last.

News Famine Costs.—A columnist in a famous American publication gave the figure of 200,000 dollars a day as the loss to the unpublished London newspapers from advertising revenue alone. It may be so; in some cases perhaps more. I know nothing of the subject, and since the same columnist wrote of "the *petite*, competent hands" of the *Herald-Tribune's* late chairwoman, I take his figure with reserve. But if a group lost £40,000 a day from deprivation of this source of revenue alone, one may gasp to imagine the total loss, not only to each newspaper, but to its clients. How much business was lost to industry through the absence of those inducements to buy, from boots to books, from cars to cabbages, from tractors to tweeds. It is clear that those who endured such losses felt that there was a principle at stake worth fighting for, and one which transcended individual profit and loss, and in that view perhaps the majority of the nation was behind them. But not all the groups could live on their fat over four such lean weeks, and those who could not must be in dire straits to-day. And "what good came of it at last"? A few "people in the news" were perhaps suffered to live their private lives without impudent, daily intrusions. That is to the good. But the only major good which could come out of it would be a tardy recognition that a nation is only a name for a multitude of people and only lives by their industry and by their acceptance of personal responsibility no less than of rights; and both must be disciplined and restrained by a realistic appreciation of the limits, not of one industry's economy but of the nation's economy, and must be adjusted to that of the whole body of workers, many of whom work in industries even more vital for the nation's existence, but very much less profitable financially. It is hard to avoid the conclusion that all concerned in Labour problems should now accept the principle of the necessity of legislation to make arbitration the final court of appeal in labour disputes when the conciliation machinery has failed. Certainly this should apply to the vital and the nationalised industries. But when one thinks of the bitter opposition such a proposal would arouse, the strongest Government and the T.U.C. might well fear to tread a path so thorny. The parable of the labourers in the vineyard has never been easy to accept, but it is not even now a dead letter. The labourer, not least the expert, is worthy of his hire, and it must be graded very exactly according to merit, but the cloth must be cut to the national, not an individual coat. It is a national wage-structure that we need.

The News We Sighed For.—A month or so without printed news and comment from our favourite organs, who but an Arctic explorer would regard such a prospect as possible or bearable? It is wonderful how people can adjust themselves

A ROYAL VISIT IN HAMPSHIRE

THE QUEEN MOTHER VISITS LE COURT, THE CHESHIRE FOUNDATION HOME FOR THE SICK, AT LISS: She is watching a demonstration by one of the patients of a small Bremner printing machine. Group-Captain Geoffrey Cheshire, V.C., who founded the home, is standing just to the right of the Queen Mother.

austerity and deprivations, and make a habit, if not a virtue, of necessity. And in deprivation of political and international news and social-columnist gossip, it was extraordinary how soon the deprivation became tolerable. If ever in the last decade you have taken up and read a month-old newspaper, used, perhaps, to wrap up a parcel, you may very well have tricked yourself into believing you were reading yesterday's news and not the news of last month or last year. The same old rows with the East over this or that, the same old hopes of a high-level meeting, the same old H-bomb explosions, the same old riots, raids and killings in the Near and Far East, the same old Chiang, the same old Chou, the same old Kremlin, the same old N.A.T.O. or U.N. And the same old (or new) dresses or fashions adopted by the same old Socialite or bright young thing, the same publicity for the same old débutantes and the same old intrusions into private lives. Last year's files have proved "an excellent substitute" in these fields, practically *facsimile* copies. But harder to bear by far has been deprivation of news which we are used to read without cynicism, news which is ever new and welcome, even if it is seasonal, like the arrival of the migrants, or news of the preservation of open spaces or old country houses. Or news of our friends. They have had children, their children have married; some of our acquaintances have died and we never knew it, never had a chance to express sympathy with the bereaved, joy with the joyful. Has it ever struck you, as it has struck me very forcibly of late, that the history which really matters, not only to us but to posterity's historians, is social, not political history? A few living historians *have* recognised this, Arthur Bryant among them.

Nevil Shute.—Nevil Shute is a remarkable and refreshing writer to-day. He has a power of telling a story about ordinary people and (still more refreshing) *decent* people that grips the reader's interest without the usual artificial aids of sex, psychology-run-mad and sensation. Such is his art that he overcomes the improbabilities that sometimes lie in the selected method of telling his story and in the exigencies and expediencies of spinning the plot. Which is not to say that he is always as cheerful as he is decent. A strain of melancholy runs through his books, a fatalism which speaks of the inevitability of human suffering. His latest novel—*Requiem for a Wren*—I find hardest of all his stories to forget, and his heroine the most moving and tragic of his portrait gallery. In one sense, of course, they are all the same girl, like Romney's gallery of Emma Hamiltons. In this novel he propounds a theory new to me. Those Wrens and other girls (and boys, too, of course) in the Second World War worked themselves to death in ordnance and other skilled and heavy tasks, under severe discipline and almost always without material rewards. Only would not have expected many of them to regret demobilisation or pine to go back again. But that, it seems, was a widely-held longing. It was for them the "time of their lives," and Mr. Shute propounds the remarkable premise that, while the generation which filled these jobs survives, their nostalgic longings for conditions of war will survive, and any hope of a nation united in detestation of war must be postponed. Perhaps there is something in it. We remember the Black-and-Tans. But I don't know the answer to *that one*, to use Mr. Shute's signature phrase.

Parking "Facilities."—The cynic says that every new drug to cure an old disease produces a new disease to cure. The rustic who occasionally visits London in a car finds the same justification for cynicism under the new facilities for parking. A few months ago, if one was experienced and adroit, he found a hole at last. Now he finds Central London like a South Coast watering-place. "No parking," "get out," "move on," the age-old invitation of pleasure-resorts to their patrons. Well, of course, London is no pleasure resort, and has no desire to attract patrons, and certainly no desire to attract motorists. I hope its new traffic and parking regulations *have* resulted in the swifter flow of traffic in the main arteries—which is, and was, the prime aim; but the facilities for parking, and especially in the Parks, has apparently halved, and not doubled, the parking facilities in those sacred spaces, where only yesterday we looked with longing eyes at the empty, forbidden furlongs.

"If bans were only cleared away (we said),
Then wouldn't it be grand?"

"I doubt it," said the Carpenter. The Carpenter was right. The more we have, the more we need, and I can't say I have found the traffic moving any faster yet in the main arteries.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

THE ROYAL ACADEMY

R. H. WILENSKI Reviews this Year's Summer Exhibition at BURLINGTON HOUSE. Fully Illustrated with Reproductions of the Outstanding Pictures

A BRITISH SUBMARINE LEAVES ON A NEW GRAVITY SURVEY

H.M. SUBMARINE "ACHERON" LEAVES GOSPORT TO SAIL ROUND THE CAPE OF GOOD HOPE TO TRINCOMALEE, AND BACK THROUGH THE MEDITERRANEAN: The 1,120-ton submarine is just to the rear of the three submarines in the centre of the picture, which are, from left, *Amphion*, *Tapir* and *Alaric*. In the course of the *Acheron's* voyage scientists on board will make observations which are intended to increase scientific knowledge of the earth's crust.

During the voyage of H.M. submarine *Acheron*, scientists will make observations in the South Atlantic and Indian Oceans, which are intended to increase our knowledge of the earth's crust. Such gravity surveys depend essentially upon the variations in the swinging period of a pendulum. Variations in the composition of the earth's crust produce differences in the effect of gravitation pull, and therefore can be detected by pendulum readings. Gravity surveys of the earth's crust below the sea can only be made from submarines which, when submerged, are not subject to wave motion, and therefore provide a level platform on which variations in the motion of the pendulum can be observed.

The forthcoming gravity survey is being made in response to a resolution passed by the General Assembly of the International Union of Geodesy and Geophysics. This resolution requested all maritime powers to carry out as far as possible soundings and gravity measurements in those of the oceans which have not yet been explored. Helping in this new and extensive survey in the *Acheron* is Lieutenant J. C. Harrison, a twenty-five-year-old Doctor of Philosophy, who has recently made several cruises in U.S. submarines during which gravity surveys have been made. Three gravity surveys have previously been made in British submarines in Home and Mediterranean waters.

THE BOYS' BRIGADE SEND TERCENTENARY GREETINGS TO JAMAICA

***On left*—A MESSAGE FROM THE B.B. HEADQUARTERS IN LONDON IS FLOWN TO THE CARIBBEAN: The scene at London Airport as the message, contained in a silver baton, was taken aboard the aircraft.** It had been carried by relays of runners from the Boys' Brigade Headquarters at Westminster, where a short ceremony had been held in connection with its despatch. Lord Maclay, the B.B. President, read the message to the company, which included the Dean of Westminster, representatives of the Colonial Office, and several Jamaicans. In Jamaica the message will be carried round the island by relays of about 350 runners from companies of the Boys' Brigade enrolled in the Colony. On May 7 it will be received by the Governor, who will hand it to the Chief Minister.

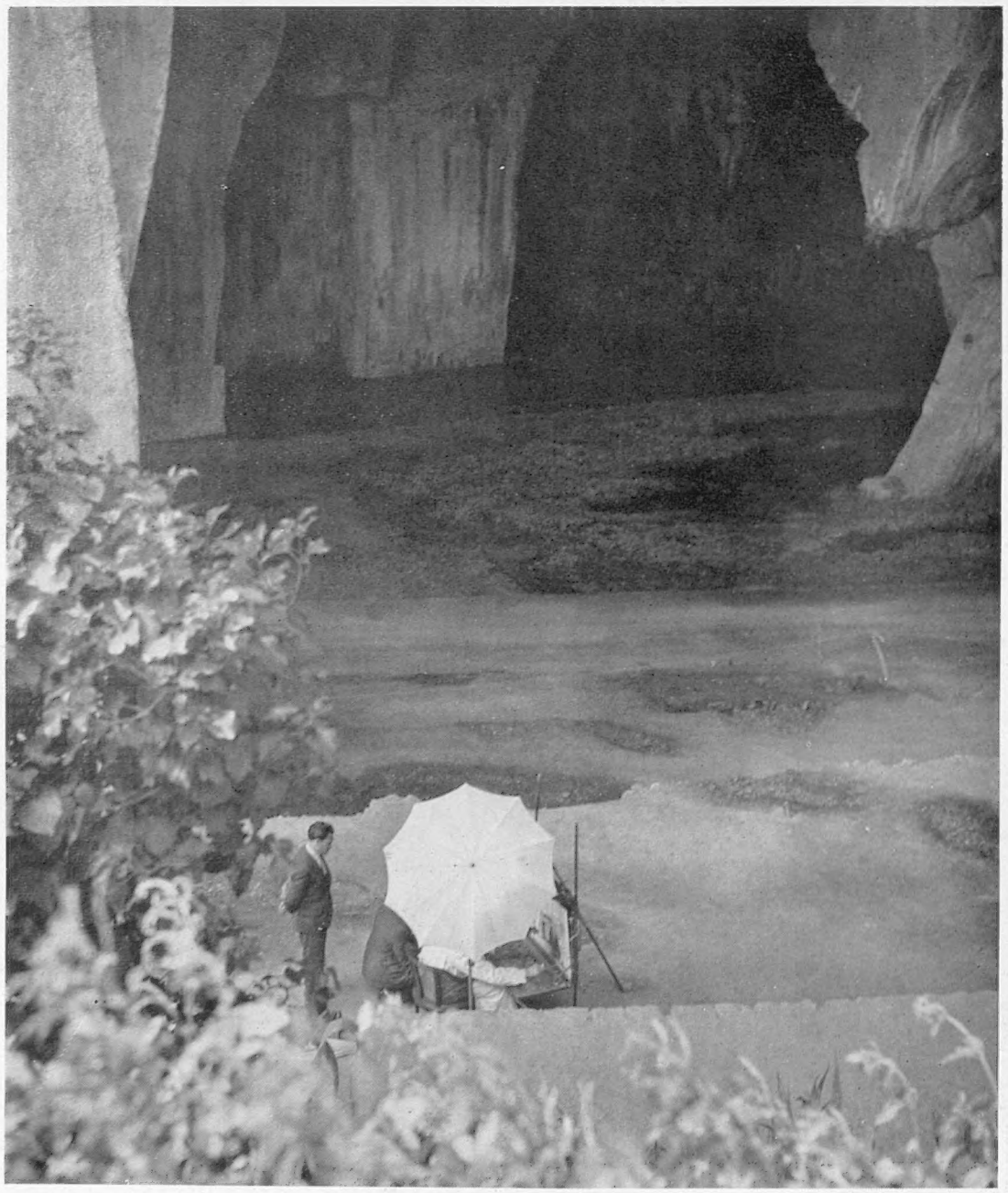
FOREIGN MISCELLANY

EVENTS AND PERSONALITIES IN THE NEWS IN GREECE, ITALY, AND THE FAROES, AND IN INDO-CHINA AND THE HIMALAYA

HEAVY DAMAGE IN GREEK EARTHQUAKES : A lorry is covered with debris from a collapsed house in a street in Volo. This port in Eastern Thessaly suffered very severely from two earthquake shocks last week. After the second and more serious shock, a large part of the population of 50,000 fled to the surrounding countryside or rushed to the harbour and begged to be taken to safety by ship. In the town six people were killed and sixty were injured. It was reported that about 80 per cent. of the buildings in Volo had been destroyed or damaged. King Paul and Queen Frederika went to visit the devastated areas, Army and Navy teams were sent to help in rescue work, and supplies of tents and stores were brought in by sea and air. This was the third time in less than a year that Central Greece has been seriously affected by earthquakes.

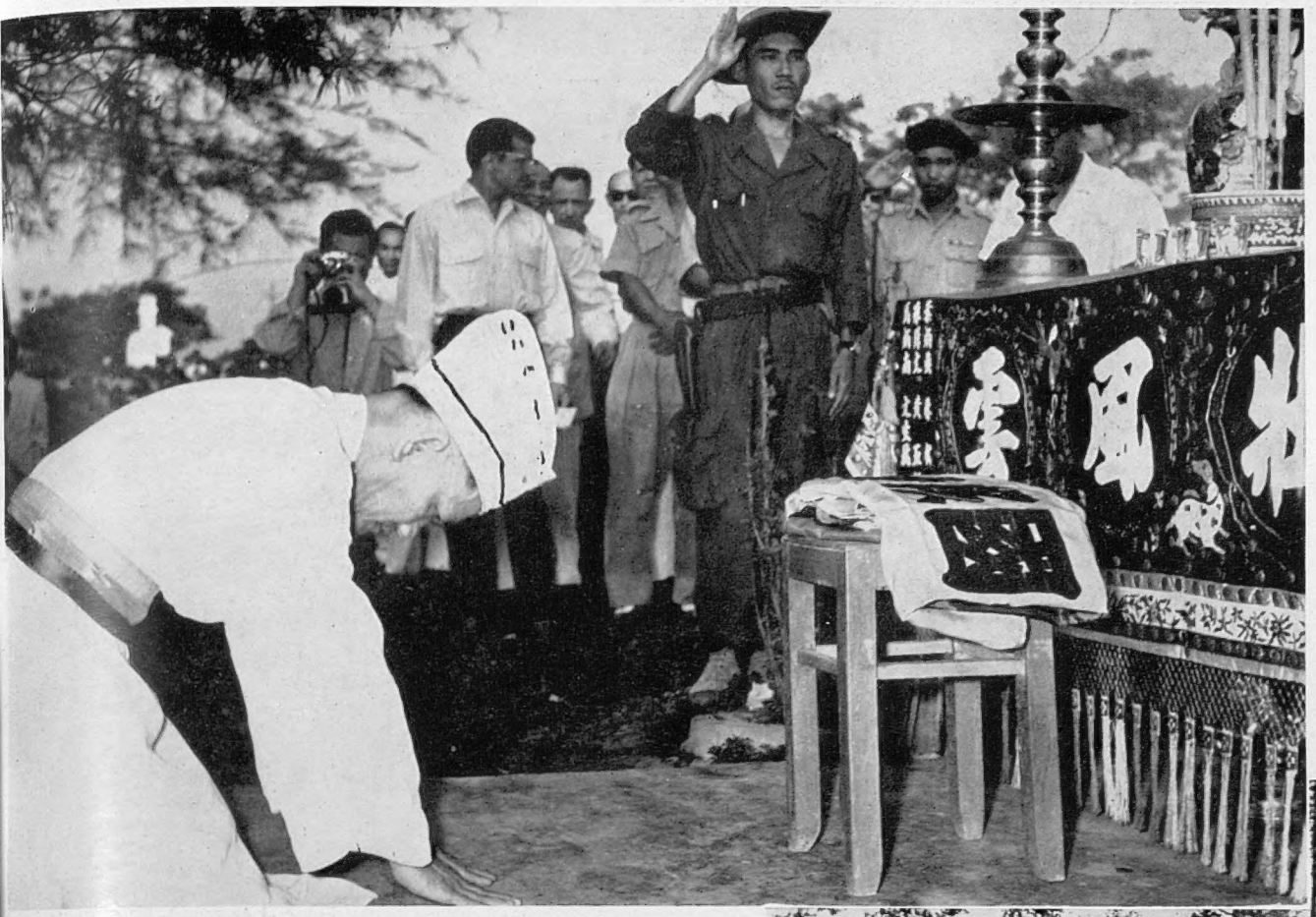
THE REMAINS OF A HOME : It is one of the thousands of houses ruined by the earthquake in Volo. The Greek Government has appealed to friendly nations for help in the reconstruction work.

ISLANDERS DEFY POLICE : A party of police officers is going aboard the steamer *Parkeston* in Esbjerg Harbour, Denmark, to sail for the Faroe Islands. This community, which is 220 miles north of Scotland and part of the Danish Kingdom, is normally one of the most peaceful in the world. But the little port of Klaksvig had threatened to become a trouble spot. The inhabitants refused to recognise the successor appointed to replace the medical superintendent at their infirmary, Dr. Ole Halvorsen. They were reported to have barricaded the harbour, evacuated their women and children, and prepared to resist by force any attempt at the replacement. Dr. Halvorsen was dismissed in 1953 because of differences he had had with the Danish Medical Association regarding his conduct during the war. But the villagers refused to allow him to be displaced by his successor, Dr. Nielsen.



A FAMOUS PAINTER AT WORK : Beneath the umbrella can be seen the arm and hand of Sir Winston Churchill guiding the brush on the canvas. The picture was taken against the background of the Grotto of the Ropemakers, near Syracuse, in Sicily. Sir Winston was making full use of a spell of fine weather, which had not been frequent during his holiday. However, this had not kept him from his favourite recreation. Even when kept indoors in his hotel he was seen painting, from a window, the sombre Bay of Syracuse under the storm clouds. Owing to the approach of the election Sir Winston was expected to cut short his holiday and return to Britain this week. After his resignation from the Premiership, he said he would continue to represent his constituency of Woodford.

A UNIQUE INCIDENT IN THE FAROES' HISTORY : Police set out for the islands carrying steel helmets. They had heard that Klaksvig was ready to resist them with shotguns and harpoons.



On left—
A TROUBLED PEACE IN VIET NAM : An envoy of the Cao Dai Pope is seen kneeling before a flag which was said to symbolise the unification of Viet Namese Government forces and those of the rebel sects. The ceremony at Saigon, at which this event was solemnised, proved to be premature. Although the religious Cao Dai sect did, in fact, refrain from further attacks on Mr. Ngo Dinh Diem's Government, the other two factions, the Binh Xuyen and the Hoa Hao, spurned the Prime Minister's offers of peace and co-operation, and violence once again broke out in the streets of the Viet Namese capital. In a broadcast appeal to the leaders of the dissident sects, Mr. Diem asked them to resume negotiations, particularly with a view to unifying their armed forces. He also invited the people of Viet Nam to write to him stating whether they were in favour of a General Election to be held in three or four months' time. The leaders of the dissident sects replied that nine months of Mr. Diem's Government had "ended in complete failure." They also rejected the Premier's offers of financial help, a significant move, as it is widely believed that the sects are in financial straits. They no longer receive subsidies from the French. Furthermore, the Viet-minh occupation of Northern Viet Nam has brought to an end lucrative incomes derived by the Binh Xuyen, the most militant and least religious of the sects, from Hanoi and other large towns.

FIGHTING BROKE OUT AGAIN IN THE STREETS OF SAIGON : *On left*—A suspect is arrested by a Viet Nam Government soldier shortly after an attack had been made on the Army headquarters in Saigon by Binh Xuyen soldiers. *On right*—Pedestrians are seen taking cover behind trees, while motorists shelter behind their cars as bullets whistle through the streets of the Viet Nam capital. The battle in which the Army headquarters were attacked and Saigon's biggest hotel was machine-gunned broke the temporary truce which had followed fighting in Saigon earlier in the month. At the same time, General Lawton J. Collins, formerly U.S. Chief of Staff, returned from Indo-China to Washington, to report to President Eisenhower and to Congress on what he described as a serious situation in South Viet Nam. He has been the President's special representative in Saigon since November.

SCOTTISH WOMEN IN THE HIMALAYA : Mrs. H. M. Jackson, right, leader of the first expedition to the Himalaya composed entirely of women, is seen at the village of Sakhu, in Nepal, fifteen miles from Katmandu. Behind her is Miss R. E. Stark, another member of the three-woman expedition by members of the Ladies' Scottish Climbing Club. The third member is Dr. Evelyn Camrass. With four Sherpas and twenty porters, they set out to attempt a 23,000-ft. peak in the Jugal Himal Range.

KENYA'S FIRST HIMALAYAN EXPEDITION LEAVES KATMANDU : Under the direction of members of the expedition, the porters are seen leaving the Nepalese capital on their way to their base camp at Memi Lake, 11,500 ft. up. According to a report from Katmandu, a message sent by runner last week announced that the base camp had been successfully established. The expedition, under the leadership of John Howard, is the first to be sent to the Himalaya from Kenya, or, indeed, from Africa. Its object is Himal Chuli, a 25,800-ft. peak, which is a close neighbour of Manaslu, in Central Nepal. Apart from the local porters, the party consists of six members of the expedition from Kenya and four experienced Sherpas.

Treaties and Tensions

With Other Pictures of News from Many Parts of the World, Including a King Watching Public Beheadings

TOWARDS WESTERN GERMAN SOVEREIGNTY : America deposits with the Germans at Bonn the instruments ratifying two of the Paris Agreements. Seated at the table are, from the left—Dr. James B. Conant, the United States High Commissioner in Germany ; Dr. Adenauer, the Federal German Chancellor, and Dr. Hans Berger, Head of the Legal Division in the West German Foreign Office. Dr. Conant deposited his country's ratification documents for the Agreements ending the occupation regime and dealing with the stationing of Allied forces in a sovereign Western Germany. However, West German sovereignty cannot officially begin until the other two occupying Powers—Britain and France—have added their instruments. They are expected to do this at the beginning of next month. Probably the reason for the swift U.S. action was to impress West German public opinion, which can be very vulnerable to Soviet efforts to disintegrate the unity of the Western nations.

PEACE IS RATIFIED BETWEEN BURMA AND JAPAN : The Japanese Foreign Minister, Mr. Mamoru Shigemitsu (sitting on the left side of the table) and the Burmese Chargé d'Affaires in Japan, U Myat Tun (centre right), sign the instruments ratifying the Peace Treaty between Burma and Japan at the Foreign Ministry in Tokyo. Added to the Peace document is an agreement for economic co-operation. Both treaties were concluded last year, after the two countries had agreed regarding the Japanese war reparations to Burma.

ON THE ISRAELI-EGYPTIAN FRONTIER : At Government House, Gaza, are, from left—Major Abbas Sedky, an Egyptian delegate to the Israel-Egypt Mixed Armistice Commission ; Major-General Ahmed Salem, Commander of the Egyptian forces in Gaza ; Major Hassan Sabri ; Major-General E. L. M. Burns, of Canada, Chief of the United Nations Truce Supervision Organisation ; and Commandant François Giccomagigi, the Chairman of the Mixed Armistice Commission. General Burns is seeking ways to ease the extreme tension which persists on the frontier.

A JEWISH HOME IS BLOWN-UP : United Nations Observers, accompanied by Israelis, inspect the ruins at Sakariah, five miles over the Israeli frontier. Major Smith, of New Zealand, is second from the left, with a writing-pad in his hand. Israeli spokesmen allege that the explosion was caused by Arabs. Four of the Jewish family in the house were taken to hospital with serious injuries, but a mother and her baby were unhurt.

THE POPE BEATIFIES ROMAN CATHOLICS MARTYRED IN THE CHINESE WAR OF 1900 : His Holiness Pius XII blesses the crowd in St. Peter's on his way to the beatification service. In his golden chair he is surrounded by the usual picturesque panoply of Papal officials and guards. Four French Fathers of the Society of Jesus and fifty-two Chinese Roman Catholics, who were killed in the Boxer Rising fifty-five years ago, were beatified. They chose death rather than denial of their faith. On left: The scene in the Basilica of St. Peter's during the Beatification. A coloured banner depicting Father Mangin, one of the martyred fathers, preaching to his flock was hung up for the ceremony.

HINDUS CELEBRATE THEIR RELIGIOUS NEW YEAR: Bathing in sacred rivers is an essential rite in the observance of *Baisakhi*, the opening of the religious year in the Hindu religion, which fell in the middle of this month. Here mass bathing is in progress in the River Jumna at Delhi. The Hindu New Year coincides with the gathering of the harvest. After bathing, the devout, who come from many miles around Delhi, visit one of the city's many temples. Then they hold family feasts. Besides being one of the greater Hindu Festivals, *Baisakhi* has added significance for the Sikhs. It marks the foundation of the military community by the guru Govind Singh nearly 300 years ago.

THE GOVERNOR-GENERAL OF NIGERIA RETIRES: Farewells are said in a quayside building at Lagos to Sir John Macpherson, Governor-General of Nigeria, on the completion of his term of office. He is shaking hands with Mrs. Okotie-Eboh, the wife of the Minister of Labour and Welfare, who is immediately behind her. Lady Macpherson is on Sir John's right. Behind Mr. Okotie-Eboh are Mr. A. Adelabu, the Minister of Social Services, and Mr. R. A. Njoku, Minister of Trade and Industry. Cheering crowds lined the streets as Sir John and Lady Macpherson drove to the harbour.

A KING WATCHES PUBLIC EXECUTIONS: The Imam Ahmed of the Yemen, in white robes in the centre, watches the beheadings of leaders in the recent unsuccessful attempt to dethrone him. The executions took place in public in Taez, the centre of the rebellion. Among those reported to have been beheaded were his two brothers, Emir Abdullah, formerly Foreign Minister, and Emir el Abbas.

A NEW CATHEDRAL IN ITALY: Building proceeds on the new cathedral at Cinecitta, near Rome. The two large domes and the severe lines give it a very modern form. But it will doubtless tone in with the many large blocks of flats being erected in this rapidly expanding district, in which film studios are situated. A religious college is to be built behind the cathedral.

BELGIAN ROMAN CATHOLICS START PROTEST MARCHES AGAIN: A demonstration procession of over 20,000 parades through the streets of Antwerp. Its purpose is to protest against the Belgian Government's School Reform Bill. Last month there were riots in several Belgian towns when Roman Catholics and Government supporters clashed. Over Easter a truce was observed. But now the demonstrations have started again. The Government's Bill for School Reforms provides for a cut by 15 per cent. in the subsidies given by the State to Roman Catholic schools. The Church authorities claim this will mean many schools must close down.

SAINT GEORGE'S-TIDE

The Queen Inspects 1,000 Scouts at Windsor; Shakespeare's Birthday Celebrations at Stratford

THE ANNUAL ROYAL INSPECTION OF THE QUEEN'S SCOUTS AT WINDSOR: Her Majesty takes the salute as a contingent of Queen's Scouts and holders of Scout Gallantry Awards march past in the Quadrangle at Windsor Castle. Standing with the Queen are the Duke of Edinburgh and Lord Rowallan, the Chief Scout. In the picture *below*, the Queen is seen inspecting the parade in the Castle grounds. The parade usually takes place each year at Windsor on the Sunday after St. George's Day. Scouts from Britain and the Commonwealth march to the Castle and, in addition to the Sovereign's inspection, attend the National Scouts' service in St. George's Chapel. This year a contingent from the U.S.A. also attended.

THE QUEEN INSPECTS YOUNG AUSTRALIANS: She is seen in the Quadrangle at Windsor Castle during the inspection of a contingent of the Young Australia League, who are in the United Kingdom for an eleven-weeks visit. With Her Majesty are Mr. J. S. Cotterill (in uniform), the tour Commander, and Sir Thomas White, the High Commissioner for Australia. The young Australians (forty-four boys aged between fourteen and eighteen) are drawn from all States of the country. The Young Australia League was founded in 1905, one of its chief objects being to promote education through travel.

CELEBRATING SHAKESPEARE'S BIRTHDAY AT STRATFORD-UPON-AVON: Representatives from many countries go in procession to the Parish Church, on St. George's Day, to lay wreaths and posies on the tomb of Shakespeare during the 391st anniversary of his birthday. *On left*—The procession moves off from the High Street after the ceremonial unfurling of the flags of eighty-six nations. Thousands of people flocked into the town for the occasion. At the commemorative luncheon the toast of "The Immortal Memory" was proposed by Sir Kenneth Clark, Chairman of the Arts Council and of the Independent Television Authority. Speaking in connection with the production of Shakespeare's plays on television, Sir Kenneth said that it was difficult, but not impossible. It required two things: "First, a director with an imaginative understanding of the character of the medium, and, second, a group of actors who know how to speak Shakespearian verse. The plays of soliloquy and aside will succeed: the plays of pageantry and rhetoric will not."

FLYING FIFTEENS IN PLYMOUTH HARBOUR: The Citadel is in the background and the centre boat of the three on the left is *Cowslip* (No. 192), owned by the Duke of Edinburgh. This year the Flying Fifteens are holding their championship in Plymouth Sound in the second week of June. It will be the season's first championship week for the keel class. Almost every keel class is increasing in number, which is one of the indications that this summer, yachtsmen will have excellent sport.

YACHTING PROSPECTS FOR 1955

Everything Points to One of the Best Seasons Since the War

By UFFA FOX, with a Painting by MONTAGUE DAWSON

EVERY year since the war the sport of sailing has increased tremendously, but no year has promised better sport than the sailing season ahead of us.

Every class has increased in stature. The old-established centre-board classes, such as the National 18-footers, International 14-footers, National 12-footers, National 12-ft. Fireflies, have increased in strength. Side by side with their growth, new classes have been designed and developed.

Meanwhile, sailing has spread inland, for anywhere where there is a stretch of water large enough to sail on there will be found sailing-boats of different types. Inland sailing clubs have been formed to take care of this tremendous growth of inland sailing, and the latest of these clubs is the South Staffordshire Sailing Club, which I had the honour to open at the beginning of this month.

Turning to keel boats on the sea, we have lost the stately "J" class cutters, as, in these days of heavy taxation, very few can afford a large vessel with a big crew for afternoon sailing only. Practically every vessel designed and built to-day has a dual purpose, in that she is a cruising/racing vessel. This means that the owner and crew can live aboard, and enjoy this boat for the twenty-four hours of the day, as well as saving all the worry of sleeping accommodation.

It also means that the Royal Ocean Racing Club has grown tremendously, as most of the cruising vessels built are rated by R.O.R.C. rules. So many vessels have been built that the number allotted to my own 20-ton cutter, *Fresh Breeze*, this spring was 1001, which means that she marks the turning of the eleventh century of boats with R.O.R.C. rating. When we remember that this means all these vessels are over 24-ft. waterline, we get a true picture of the tonnage and the interest in cruising/racing vessels to-day. All of this improves the standard of sailing and seamanship, as every vessel is trying to be sailed and handled better than its neighbour.

Side by side with these vessels are the Royal Yachting Association classes. Here, again, what used to be a 12-metre for afternoon racing is now being built to the 12-metre cruising/racing rules. This provides a roomier boat for cruising. There is also a 10- and 8-metre cruising/racing boat.

For ocean racers this year will be an eventful one. There is a race from America to Europe, which will bring over a great many first-rate American ocean racers. These will then come to Cowes to take part in the Fastnet Race from Cowes, round the Fastnet and back to Plymouth, which, in normal weather with the south-west monsoon prevailing, is one of the hardest courses in the world. For it is a hard drive to windward down-Channel to the Scilly Isles in a tumbling sea, with a wild, roaring reach round the Fastnet and back to the Scilly Isles. From there the vessels go scampering and sweeping up-Channel before the wind for Plymouth. This year's Fastnet promises to be one of the most exciting of all.

One of the most interesting and important international events this summer will be the series of races for the "Old and New World Cup," which will take place in 6-metres, the first race being August 19 off the Isle of Wight.

The 6-metres, representing the "Old World," will be:

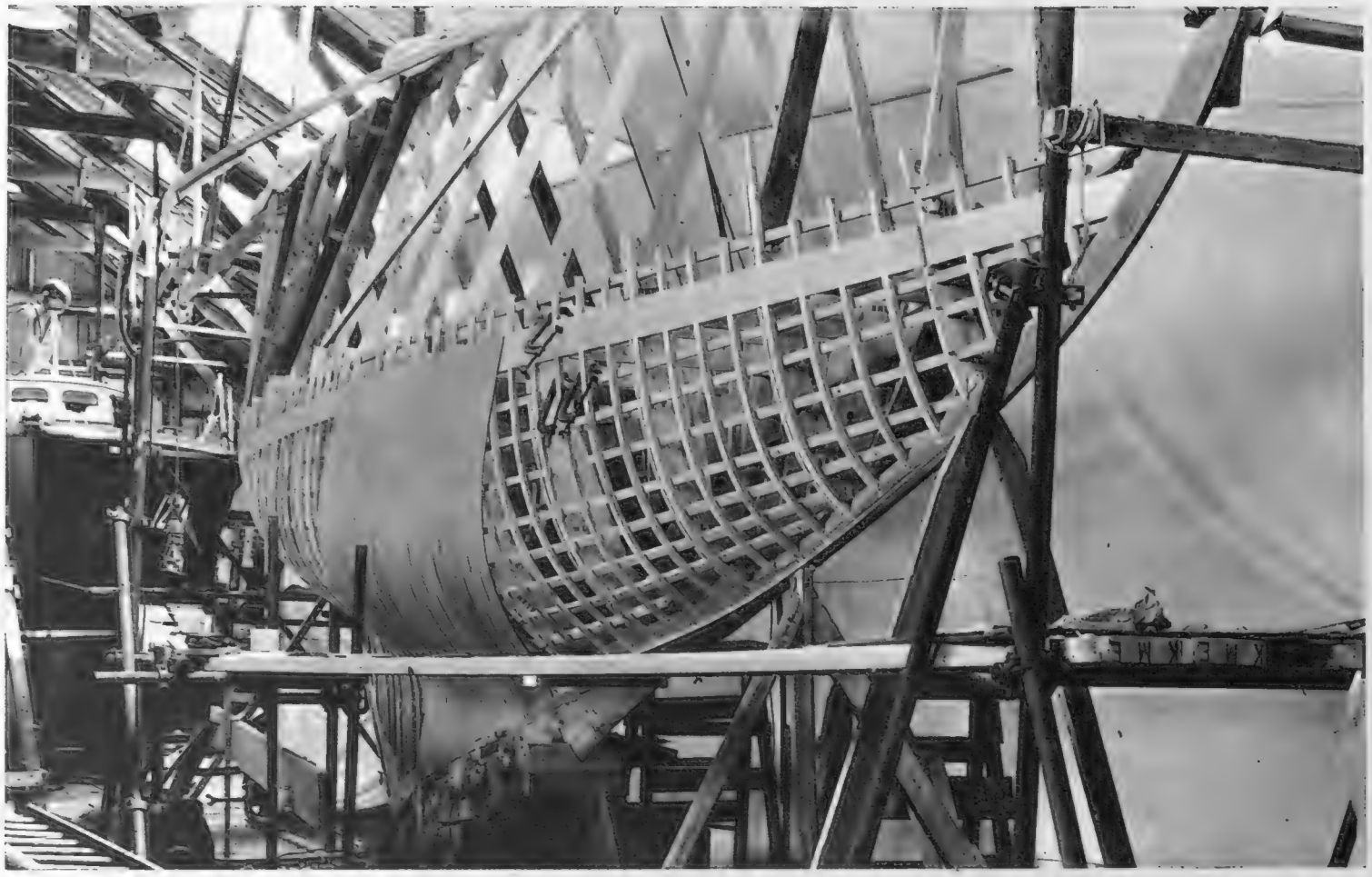
Belgium: Frank Murdoch in *Marletta*.
Italy: Dr. Beppe Croce in his 6-metre.
Sweden: Sven Salen in *May Be VIII*.
Norway: H.R.H. Crown Prince Olav with his 6-metre.
Britain: Not yet decided.

The "New World" team consists of 6-metres, all from America:

Ondine: Eric Ridder.
Goose: H. S. Taylor, Jnr.
Llanoria: Magnus Konow.
May Be VII: Bill Horton (California).
A Loaned Six: Ernie Fay (Texas).

(Concluded on following pages)

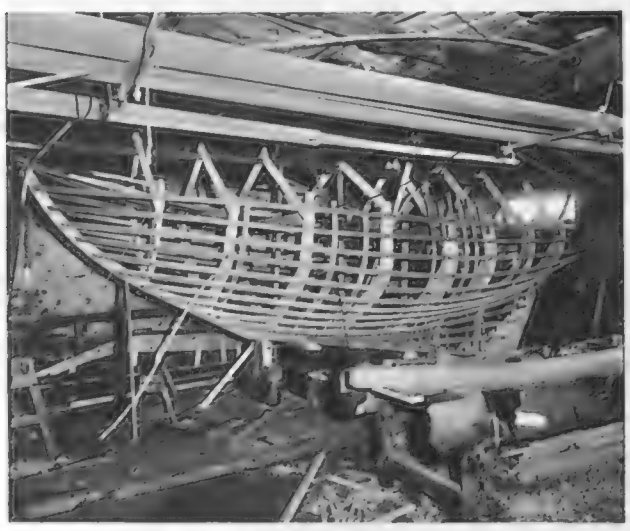
A DRAGON-CLASS YACHT AT BURNHAM-ON-CROUCH: J. Sulman's *Troll* heels over as she beats back to the finish against the wind off this popular centre for yachting in Essex. In the 1955 season the Dragons are racing for the Duke of Edinburgh Cup from July 11 to 16 at Lowestoft. About the same time the National 18-footers will be fighting out their championship at Burnham. In the coming months every week holds interest for all who sail, from ocean racers to the Cadet class.



A NEW YACHT IS NEARLY READY FOR SEA: The keel and the stem have been bolted to the lead keel. She is a 6-metre, designed by David Boyd, of Holy Loch, and built by Messrs. Woodnutts in the Isle of Wight. Yachts of this class will race in one of the most important events this summer—the "Old and New World Cup," a series of races off the Isle of Wight. *(Photographs on these pages by Beken of Cowes)*

SIX-METRES IN ACTION: *Above, left*—The American 6-metre yacht *Goose* goes through the lee of the British *Lalage*. *Above, right*—*Llanoria*, another 6-metre from the United States, gives a lesson in sailing technique. Her spinnaker flies to perfection, the mainsail is squared right off and the forward man is putting light stops to her genoa.

THE "DRY FLY" OF SAILING: John Stothert demonstrates his sliding-seat canoe. This class of yacht demands more skill to sail than any other craft



A NEW INEXPENSIVE RACING CRUISER: This almost completed yacht is one of twelve being built by the Island Sailing Club. They are 21-ft. water-line racing cruisers.

YACHTING PROSPECTS

(Concluded from previous page)

The races will be over an Olympic type of course. If a Russian 6-metre races (as is hoped), she can go either into the "Old World" team as Old Russia, or into the "New World" team as the New Regime. All of which illustrates how friendly and joyful this series of races is. All arrangements for the racing are made by the House of Commons Yacht Club, under the guidance of Sir Alfred Bossom, M.P., Sir Charles Taylor, M.P., and Dr. Reginald Bennet, M.P.

The Royal Yachting Association are holding their keel class races. The largest International class racing to-day is the International 6-metre class. Once again the prospects for these are great, as new 6-metres are being built (one on the Clyde and one at St. Helen's, Isle of Wight) in order to strengthen Britain's team against the invading American team which is coming across for the 1955 season.

New Dragons also are being built, also new Swallows and new Flying Fifteens, and almost every keel class is increasing in numbers. So everything points to one of the most wonderful seasons we have seen since the war. There are innumerable races for centreboard classes all over the British Isles, on inland waters, estuaries and the open sea. The Prince of Wales Cup for the International 14-ft. class will be contested in the middle of July off Seaview. The International Sliding Seat Canoe Club have their championships under the lee of Hayling Island early in July. In addition to this there is great excitement among the canoe sailors, as four of these sliding-seat canoes (the "dry fly" of sailing) are going out to America on the *Mauretania* on August 20 to challenge for the International New York Canoe Trophy, which Roger de Quincey and I won in 1933 as a team of two with two sliding-seat canoes.

The National 18-footers contest for their championships at Burnham in the middle of July and off the Isle of Man at the end of that month. The National Swordfish race is at the beginning of September at Aldeburgh. The National Merlin Rocket class has their championship week just over half-way through June, and the National 14-ft. Redwings hold their championships in the second week of September at Penzance.

The National 12-footers are at Plymouth in the first week of September, the National Fireflies have their championships at Torbay the same week, and the 18-ft. Jollyboat championships are in Plymouth Sound for the last week of July. The Hornet championship

ONE OF THE FIRST YACHTS TO BE LAUNCHED THIS SEASON: Montague Dawson has painted *Fresh Breeze*, owned by the author, passing the Lizard. She was one of the earliest boats to be sailed this season. Two weeks ago she sailed from Highbridge, in the Bristol Channel, for the Solent. Her tan sails carry the number 1001. This marks the start of the eleventh century in registration numbers for Ocean-racing yachts over 24-ft. waterline.

AN AMERICAN YAWL: *Caribee*, hard on the wind, heels over to a squall. Such moments severely test the crew and the construction of the vessel.

SPEEDIER MOTOR-BOATS: Off Cowes, Lord Beaverbrook's *Capponcina* is making 22 knots. She was designed by the author and built by Medina Yard.

are at Cowes in the last week of August; the Cadets' Championship Week is in the middle of August at Burnham-on-Crouch, and the Irish Championship Week is in the third week of June in Waterford. Besides this, there are many other championships and meetings of the numerous centreboard classes throughout the summer.

The first championship week for the keel class boats is that of the Flying Fifteens, who have their championships in Plymouth Sound in the second week of June, and the Dragons are racing for the Duke of Edinburgh Cup from July 11 to 16 at Lowestoft. The Swallow Championship is held off Cowes at the end of July, and the International Star Class in the second week of August at Lowestoft.

Then the International 5.5's will be racing throughout the season, as well as the 6-metre class. The 6-metres have a series of races against the American 6-metre team in the Solent, at the end of July.

Almost every yacht club to-day gives some four to half-a-dozen passage races. So there are innumerable passage races, as well as races round buoys, for the cruising/racing people, as well as the Royal Ocean Racing Club Fixtures, which take boats to Gibraltar, Dinard, Bénodet. Then, this year's Fastnet Race which, as I have already noted, follows the transatlantic race from America to Europe, will bring over a fleet of American, well-rigged, well-tried and well-sailed Ocean racing vessels. It will be most interesting and instructive to watch them tuning-up through Cowes Week, and then observe their progress in the 650-mile race from Cowes round the Fastnet and back into Plymouth.

Some thirty years ago, before the Americans took to racing and cruising boats, almost every cruiser on that side of the Atlantic was a schooner. The Americans smiled condescendingly upon the cutters and sloops in the English waters, and would not believe me when I said that we had to have weatherly vessels because we lived on the lee-side of the Atlantic. I told them that while the schooner rig was the strongest and most seaworthy rig, if ever they started racing in cruising vessels (where the premium is on close winded vessels), they would change their schooners to cutters and yawls. With the increase in ocean racing in America, we have seen the decline of these wonderful schooners, and it is safe to prophesy that the vessels coming over will be hardly distinguishable from the British boats, for most of them will be cutters or yawls.

So the season ahead of us promises to be a fine one, with each and every week filled with interest for all who sail, from the largest ocean racer down to the boys and girls racing in the Cadet class.

A TYPE WHICH HAS ALMOST DISAPPEARED: Schooner yachts such as *Loki*, seen here, were once very popular in America. But most of the American vessels coming over this season will probably be cutters or yawls.

NORWAY MAKES HER OWN STEEL

Some 200,000 Tons will be Produced Annually from a Vast New Plant

A few miles south of the Arctic Circle, at Mo i Rana, in Northern Norway, a great new steelworks is ready to start production. It is the first large integrated steel-producing plant in Norway, and has been built at a cost of £22,000,000 by the State-owned company A/S Norsk Jernverk, under authorisation from the Norwegian Parliament. Hitherto Norway has been importing some 400,000 tons of steel each year. It is anticipated that Mo i Rana will produce about half of this amount. Eventually it is hoped that even the total import figure may be reached.

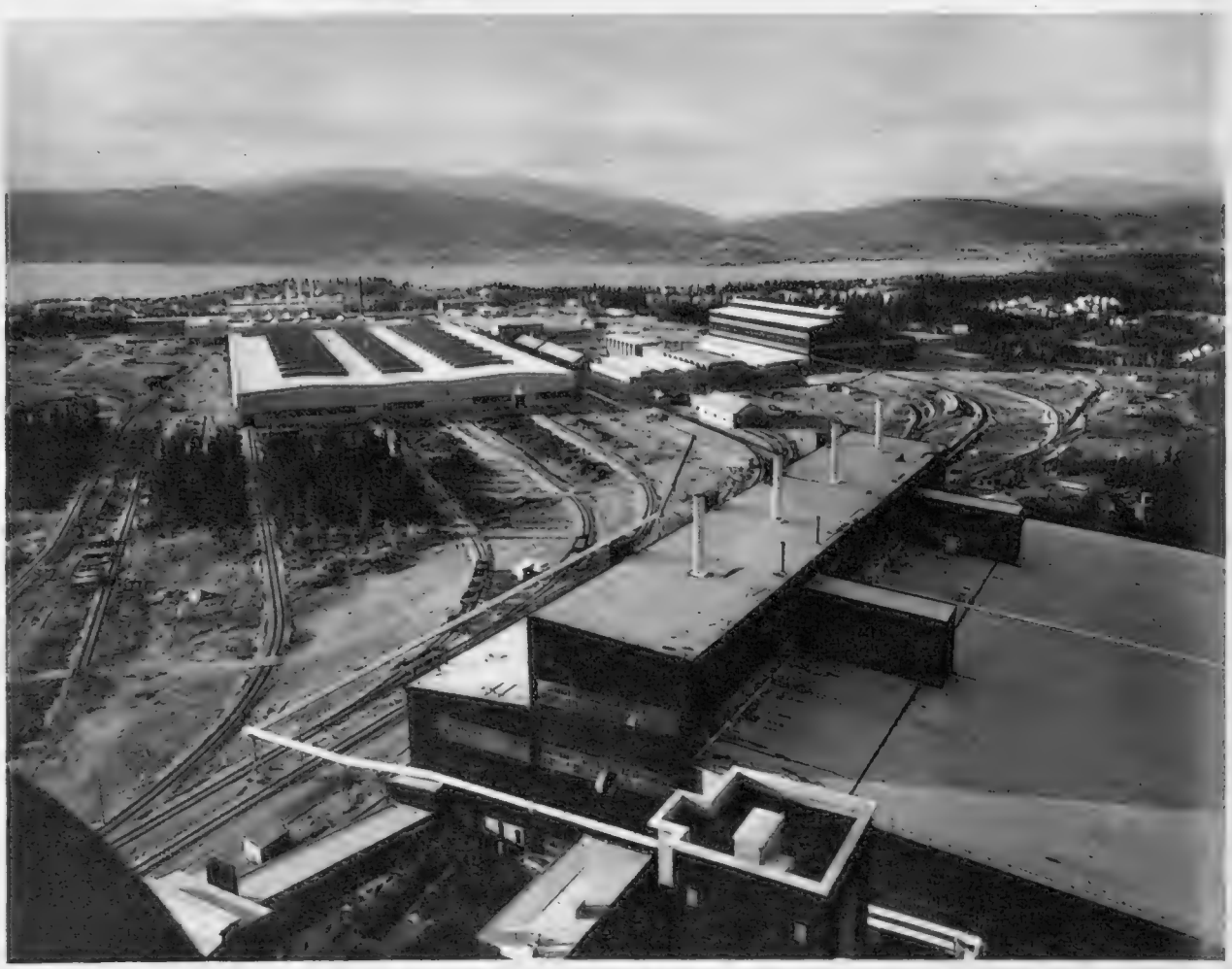
Norway possesses very considerable iron-ore deposits, but up to now most of this ore has been exported. For the new steel mill Norwegian scientists are developing new methods for handling ore which should ensure a high-grade material. Pig-iron production will be based on electric smelting. A new hydro-electric plant has been built at Rössåga, a few miles from Mo i Rana. Three generators, with a joint capacity of 90,000 kilowatts, are already installed and three more are to be added to them.

The electric pig-iron furnaces are of Norwegian manufacture and are among the biggest made to date. Each of them has a capacity of 60,000 tons a year, with an electric load of about 18,000 kilowatts. An automatic weighing system, operated from a central control station, has been set up for the preparation of the mixture for the pig-iron furnaces. A gravity feed system is employed.

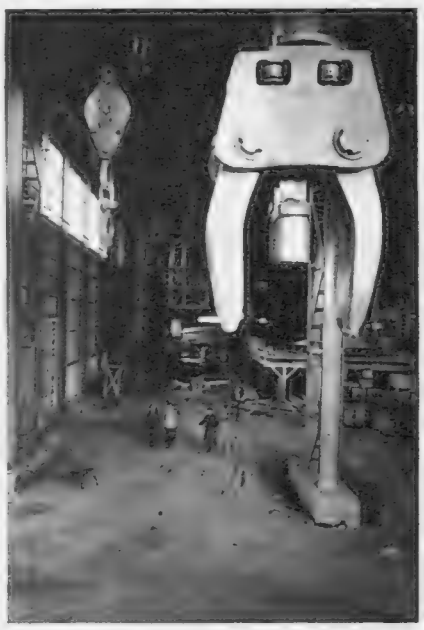
Among the equipment in the steel mill is a hot metal mixer with a capacity of 600 tons, two acid-lined converters of 20 to 25 tons capacity, and two electric arc furnaces of 50 tons capacity. British firms have supplied some of the equipment for the rolling mill, which has in it some thirty giant overhead cranes. The first stage of production envisages an output of 170,000 tons a year, rising to 230,000 tons. Products will include structural steel, slabs and billets, skelps and hoops, rods and wires.

In addition to the plant engaged in the actual production of steel, Mo i Rana has numerous ancillary essentials. Its docks are designed with a view to handling 400,000 tons of steel each year. A railway has been constructed from the works to these docks. Gas, which is a by-product in steel production, is piped to large containers, and from there generated as fuel to reheating furnaces.

Work on the construction of this plant began nine years ago. Being so far north the builders have sometimes had to work under great weather difficulties. But Mo i Rana is situated near excellent deposits of raw materials for steel. It is envisaged that the finished product will be of a very high quality.

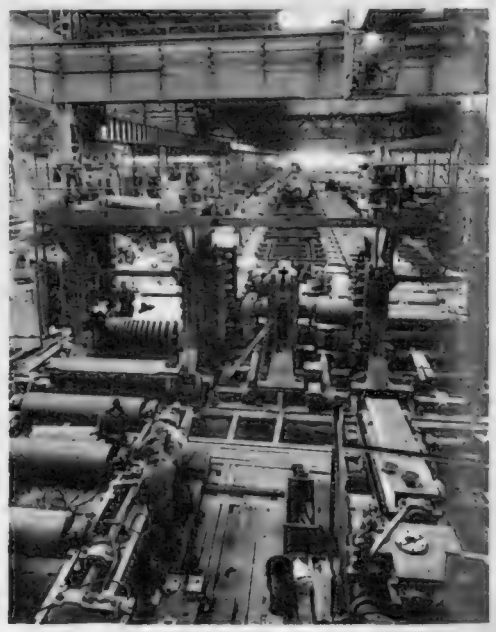


A LANDMARK IN THE DEVELOPMENT OF NORWEGIAN INDUSTRY : The new steel plant of the A/S Norsk Jernverk at Mo i Rana, in North Norway, is now ready to start production. In the foreground is the pig-iron mill. The large building, centre left, is the rolling mill. Next to it, on the right, is the steel mill. This is the first big plant of its kind in Norway.



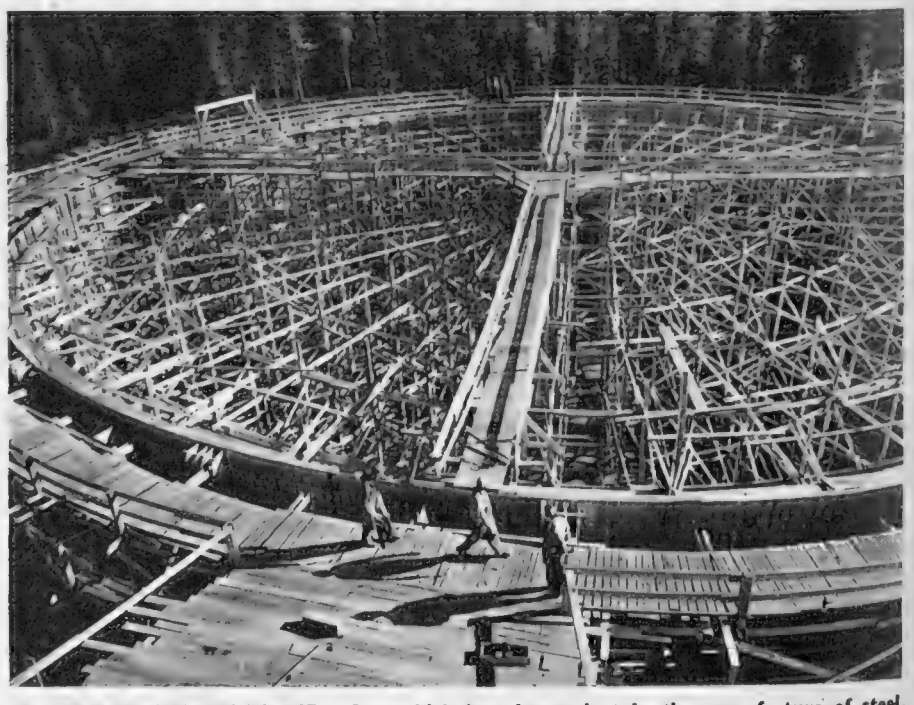
A GIANT CLAW : It is the hook of one of the big cranes in the rolling mill. Thirty cranes have been installed.

THE STEEL MILL GOES UP : This picture was taken during the erection of one of the big wall sections in the steel mill.



THE ROLLING MACHINERY : The equipment in the rolling mill is British and German. The steel mill is also supplied by these countries.

THREE THOUSAND YARDS OF SEWERS : A section of the drainage system is here under construction. The Mo i Rana project has cost £22,000,000. A hydro-electric station has been put up nearby to supply power for the plant.



BY-PRODUCTS ARE PUT TO USE : Gas, which is a by-product in the manufacture of steel, will be stored in great circular containers of this kind at the Mo i Rana plant. Pipe-lines from the mills will carry the gas, which will eventually power reheating furnaces.

AFRICA AND ASIA IN CONFERENCE

At Bandoeng, Delegates from Twenty-nine Nations Represent Nearly Three-fifths of the World's Population

The Afro-Asian Conference at Bandoeng, in Indonesia, is the first inter-continental gathering of its kind. Geographically its scope is far wider than any assembly of Europeans, for delegates have come from as far afield as China, the Gold Coast, and Turkey, the only country represented which has territory in Europe. In his speech opening the sessions, President Soekarno, of Indonesia, declared that it was "the first inter-continental conference of the so-called coloured peoples in history." But almost from the start a diversity of outlooks became apparent. In fact, those familiar with international conferences would have found the pattern little changed from any other assembly. Communists and anti-Communists, exponents of various religions, "middle of the road" men, all expressed their views, sometimes not without vehemence. Iraq branded Israel as "an aggressor." Ceylon attacked Communism. Premier Chou En-lai, of China, was unexpectedly mild. His country, he said, had no designs on anyone present. He also said he was willing, on certain terms, to try and settle the Formosa question. Mr. Nehru propounded his policy of "neutralism," of no commitments either to Communism or anti-Communism. The real work of the Conference was entrusted to three Committees—political, economic and cultural. Perhaps wisely, the Conference decided there should be no resolutions, but that the reports of the Committees must be approved unanimously.

THE OPENING OF THE CONFERENCE AT BANDOENG: President Soekarno, of Indonesia, declares proceedings open. Behind him on the platform are the Prime Ministers of the other four sponsoring Powers, from the left—India, Burma, Ceylon and Pakistan. Above fly some of the flags of the twenty-nine participating nations.

A STATEMENT FROM SOUTH VIET NAM: Nguyen Van Tho I, head of the South Viet Nam delegation to this assembly of coloured peoples, reads a statement to newspapermen on arriving at Jakarta airport.

TWO HEADS OF DELEGATIONS: General Carlos Romulo, of the Philippines, and Major-General Sovat Jung Thapa, of Nepal, talk before the opening of the first inter-continental conference of coloured peoples.

THE PRIME MINISTERS OF EGYPT AND THE YEMEN: Colonel Nasser (right) is with Seif El Islam El Hassan, of the Yemen. At an early session Iraq, another Arab State, attacked Israel.

THE SIAMESE OPINION: Prince Waithayakon, the Foreign Minister of Siam, talks to the Press. Many of the delegates on their arrival had prepared statements which they read to newspaper correspondents.

THREE OUTSTANDING FIGURES AT THE AFRO-ASIAN TALKS: *On left*—The Chinese Premier, Chou En-lai, sits with members of his delegation at the opening session. In his speeches, he denied that there was any "bamboo curtain" around China, and said he was ready to negotiate with the U.S. to relax Far East tension. *On right*—Mr. Nehru, Prime Minister of India, and exponent of "neutralism," discusses a point of procedure with Sir John Kotelawala, Prime Minister of Ceylon.

ON THE ROOF OF THE SOUTH TRANSEPT OF GLOUCESTER CATHEDRAL: An examination is made on a part which is in a particularly bad state. Timbers have shifted and caused a dip at the far end.

On Tuesday, during the Royal visit to Gloucester, the Queen will attend a Thanksgiving Service in the cathedral in connection with the celebrations of the 800th anniversary of the granting of the City's Charter.

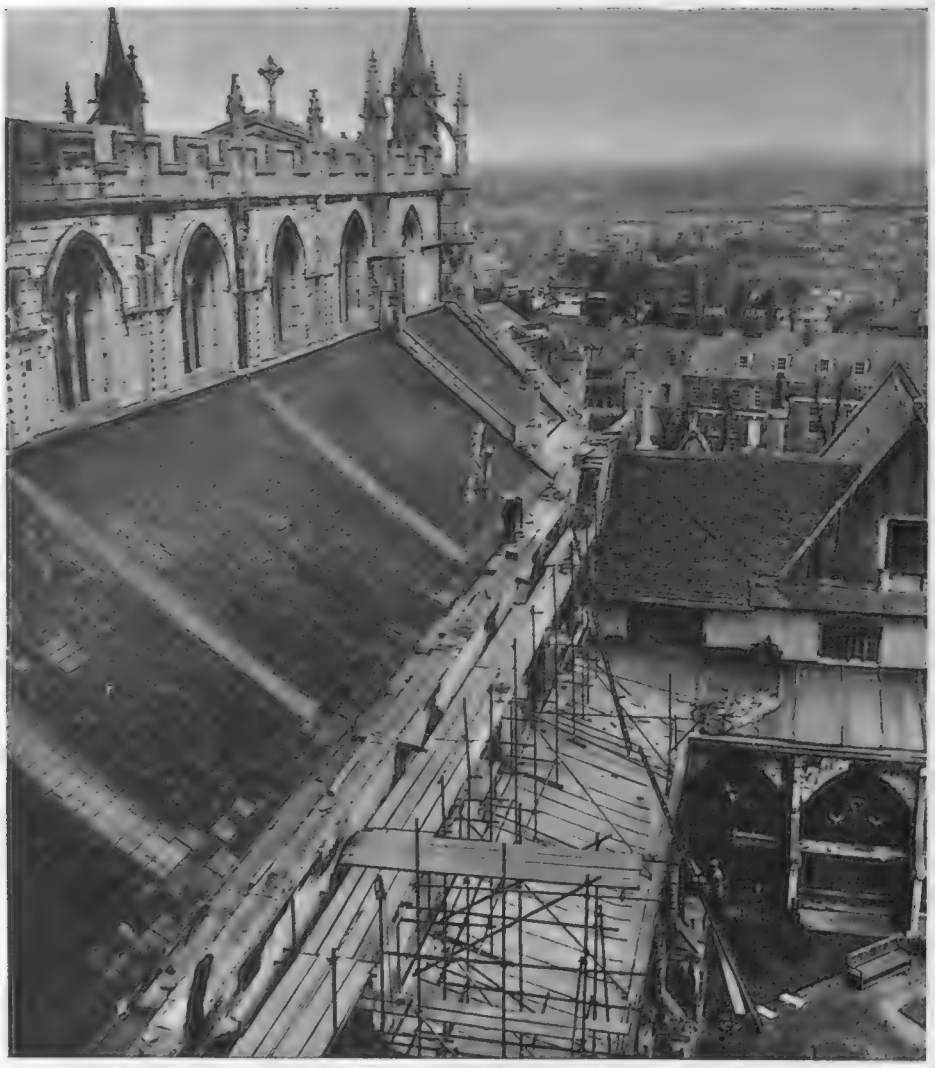
The cathedral itself, which stands on the site of a seventh-century abbey dedicated to St. Peter, is substantially Norman. A notable addition was made in the fourteenth century, when the choir was raised to a height of 89 ft., thus forming one of the most impressive choirs in Europe. The magnificent vaulting was richly carved in a style of skeleton panelling and vast transomed windows of many lights, with slender, moulded mullions carried vertically to their head. During recent years the weather and the death-watch beetle have caused severe damage to the fabric of the cathedral and the buildings within its precincts, and, unfortunately, the choir is one of the most seriously affected parts. In the choir roof many beams have dropped several inches and have thrown the full weight of the roof structure on the vaulted ceiling beneath. Outside, tons of lead covering the roof have warped, allowing rain to penetrate to the timbers.

Some repairs have already been made to the cathedral, but at considerable cost. Since the war the Friends of the Cathedral have given generous financial assistance, and many people have responded to the appeal for £100,000 which was launched in 1952. However, with the increase in the cost of materials and owing to the urgency of the repairs, which could not be made during the war, it has become necessary to raise the appeal to £150,000.

Gloucester Appeals for Further Help

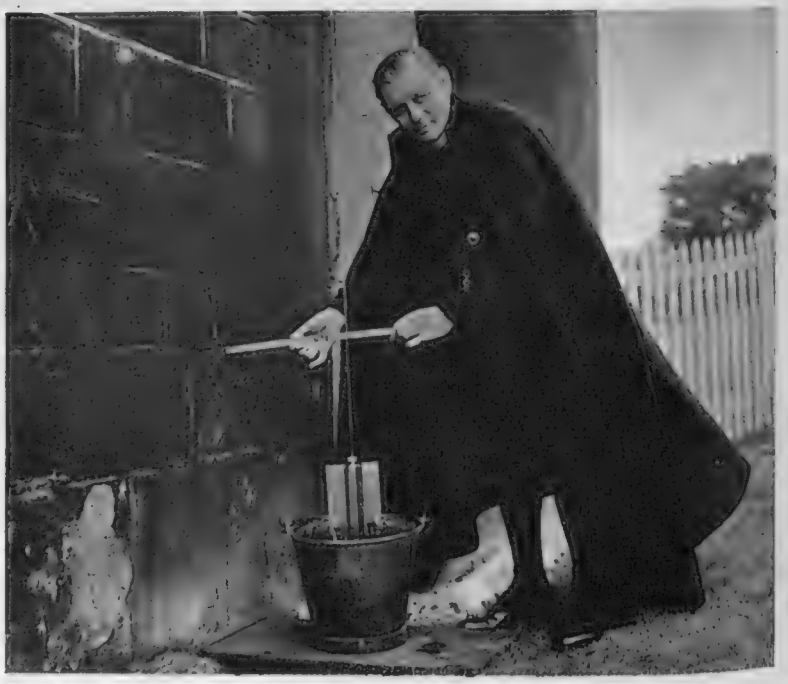
The Cathedral, which the Queen is to Visit Next Tuesday, has had to Raise its Restoration Appeal to £150,000

GLOUCESTER CATHEDRAL FROM THE SOUTH-EAST: This view shows the almost detached Lady Chapel at the east end of the cathedral which is dominated by the 225-ft.-high lantern of the choir clerestory. In 1952 the Dean and Chapter, with the support of the Bishop, launched a restoration appeal for £100,000. Just recently, owing to the extent of the work and the increase in building costs, this sum had to be raised to £150,000. The Queen will visit the cathedral for a Thanksgiving Service next Tuesday.



AT WORK ON THE NORTH AISLE AND IN THE GREAT CLOISTER: The stonework in the north aisle must be replaced to prevent a collapse, and the roofs of the great cloister rebuilt to prevent further damage by the elements to the fan tracings of the ceilings beneath. *On right*—The Dean, The Very Rev. S. J. A. Evans, shows the extent to which the wall of the south transept is out of true. This is due to the shifting stresses in the roof beams and the foundations.

EMPHASISING THE EXTENT OF THE DAMAGE: The Clerk of the Works examines the damage caused by the death-watch beetle. The oak beam seen *on the right* is resting on the vaulted roof of the choir. If there is further movement the carefully-adjusted glass "tell-tale" (which the Clerk of the Works is handling) will shatter.

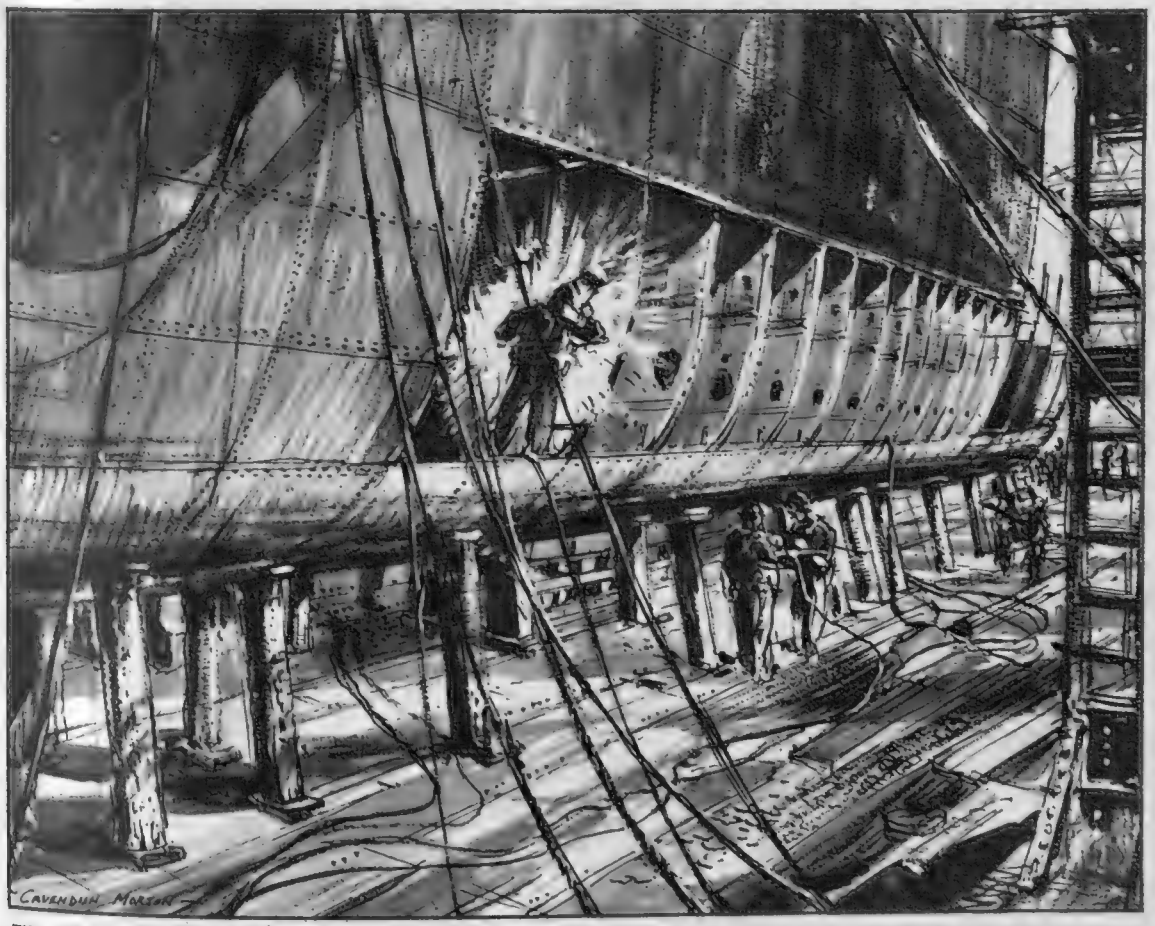


READY TO ENTER HER ELEMENT—THE CARGO LINER "CAPE YORK" IS SEEN AT PORT GLASGOW IMMEDIATELY BEFORE HER LAUNCHING: The launching party, including the owners, the builders, and their guests, are seen on the platform beneath the hull just before the tide is full and the launching takes place. In the following pages George Blake and Cavendish Morton describe the organisation and machinery which enables a ship to be launched with such complete assurance.

A SHIP IS LAUNCHED

The Actual Mechanics of Launching have Little Changed Over the Years. A Description of the Preparations and Events During the Launch of a Ship

By GEORGE BLAKE, with Special Drawings by CAVENDISH MORTON



THE SHIP UNDER CONSTRUCTION PRIOR TO LAUNCHING: The steel hull of the new ship rests on wooden ways and is shored up by baulks of timber—all as it was hundreds of years ago. The drawings accompanying this article were made at the Port Glasgow yards of Lithgows Ltd., prior to a launch, during the ceremony and afterwards.

AN electric bell rings, producing only a thin spirit of sound in the open air. Equally feeble in the morning wind, a female voice is heard intoning: *I name this ship ——; and may God bless all who sail in her!* More bells clang, and there is a thudding as, with a few shrewd, sure blows, the shipwrights knock away wooden props and the metal bars of the triggers. Then somebody is sure to shout "She 's moving!" and a cheer swells as another ship starts to slip down the greased ways and, with a foaming rush and then the curtsey imposed by dynamics, becomes at length a thing afloat.

It has been described a thousand times, this ceremony, cinephotographed and no doubt televised, but it never loses its appeal as a spectacle. It curiously lifts the heart, perhaps gratifying human vanity with its assurance of man's mastery of brute material, but also pleasing the eye with a demonstration of the fact that grace can go with grandeur—though you will never get a shipbuilder to admit that there is either beauty or romance in his trade.

Perhaps there is one other thing about a launch that pleases the spectator subconsciously. If his eyes are sharp enough he will see that the process of launching, as distinct from the building of, a ship is traditional, almost primitive. The hull is a modernistic job of plates riveted or welded on to a steel frame, but when the time comes to put this dour mass of metal into the water, then the shipwright, whose ancestors were at the building of the Ark, comes into his own with his wedges, hammers, saws, and all the other tools of his woodworking trade.

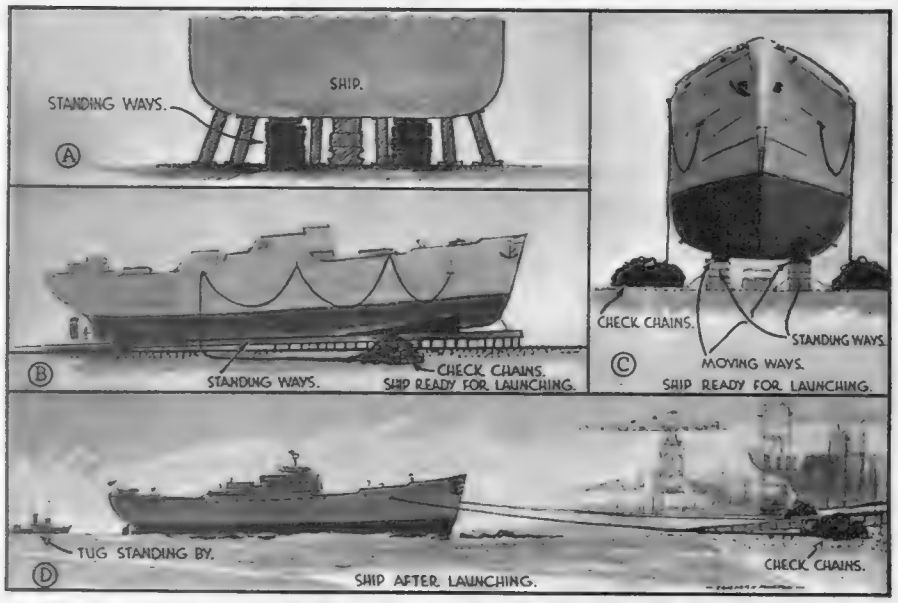
In fact, the worker in wood has been on the job ever since the platers, riveters and welders started on the job of building up their cage of steel. Roughly, ignoring highly technical terms as far as possible, the process of building a ship before she is put into the water goes like this.

The keel, the ship's backbone, is laid on blocks of wood stretching down a length of gently sloping shore. From this strong spine the vessel's ribs, more properly "frames," are built up to the height of the first deck—beautifully curving upwards in the case of a fast passenger liner, bow-legged and sturdy for a flat-bottomed pantechnicon intended to carry cargo. Whatever the purpose and, therefore, the shape of the vessel, when these frames are in position she is given her outer shell in the form of steel plates, built outwards from the keel and then upwards in exquisite and exquisitely-calculated curves, and so on until, with decks and holds and engine spaces duly fashioned within the hull, there is something that will be buoyant and stable when put into the water at length.

This preliminary process of ship construction gives long weeks of work to "the Black Squad," but it should

(Continued on following pages)

IN HER ELEMENT AT LAST—THE "CAPE YORK" IMMEDIATELY AFTER HER LAUNCHING: The building berth, which only a few minutes ago held a ship of 9,500 tons, now seems strangely empty, but within a few hours, certainly by the next day, a new keel will have been laid. Out in the Clyde, the newly-launched ship, held up by the check chains which can be seen dragging at either side, awaits the tugboats. These will take the engineless cargo-vessel in charge and lead her to the fitting-out basin.



THE ABC OF LAUNCHING: "A" shows the ship just before launching. The standing ways and slipways are in position, but the vessel is still supported at the sides. In "B" and "C" the relationships of the slipways (dark colour) and the standing ways can be seen. Diagram "D" shows the ship held by the check chains after launching.

THE LAUNCHING MECHANISM: At the critical moment, the wooden supports "A," "B," "C" and "D" are knocked away. The metal bar "E" is then knocked down and the trigger arm "F" falls to let the ship slip down the ways, which are heavily coated with grease. There are two of these trigger devices on each side of the average-size ship.

A SHIP IS LAUNCHED

(*Continued from previous page*)

be obvious, even in Rutland or Pimlico, that because the fabric grows upwards and outwards from the keel its weight increases by tons every working day. If this deadweight were not taken off the keel on its wooden blocks, and if the upward-growing structure of the ship were not duly propped, then the whole work would collapse like a deflated frog or be blown over by a gust of wind: thousands of pounds in labour costs and materials scattered in a moment.

It is the whole business of the shipwright, the worker in wood, to see that nothing so dramatic happens. From the very moment the ship of the future begins to take on shape and weight it is his almost hourly business to guarantee the security of the growing child, his eye watchful of the slightest movement, his ears cocked for tell-tale whimpers and groans of agonised material in the darkness below the fattening hull.

In modern practice the mass of the ship a-building is carried on concrete pillars shaped like anvils. The body of the growing vessel, however, is always alive with movements of expansion and contraction; like the baker's dough with yeast in it, it is always *working*. Chunks of static concrete are not enough. The shipbuilder, though primarily a worker in metal nowadays, must look for the safety of his product to the shipwright and the soft, resilient properties of wood.

Thus the skilled men of the old tradition, armed mainly with hammers and wedges, go round and round the purely engineering job and, their eyes watchful for even an infinitesimal sign of movement, drive in a wedge here or knock one out there: all with the single devoted purpose of keeping the growing structure on an even keel and at an exactly-calculated angle from which she can be safely launched without breaking her back beforehand. Each of these adjustments with the wooden wedges has an almost imperceptible effect, but when the process is continued up and down both sides and underneath a ship some 400 ft. in length, the shipwright squad may have affected the exact position of a vast mass of steel in the course of a day's work, even if only by a tiny fraction of an inch here and there.

Perhaps the layman does best to envisage the process as being rather like that of keeping the roof of a coal-mine from falling in—the battens supporting the roof shored up by props. Any ship ready for launching looks a Heath Robinson job, with a gloriously irregular array of wooden poles and stays and wedges all about her lower parts, as if a rather clever and resourceful little boy had been having a lot of fun with his bricks.

The responsibility of the shipwright becomes mon onerous as the appointed day of launching approaches He has successfully propped up a growing structure thousands of tons of steel. He has now to make quit sure that it will slip into the water, at quite considerab speed, without mishap. And at this point he turns t the erection and alignment of the launching ways, th greasy slides down which the ship will slip into h natural element.

There are first set up—and again the verbal descri tion must be sketchy—what are called the standi ways. These are just two parallel slides of woo perhaps 2 ft. in width, set under the outermost bulges the vessel's sides. Above these, attached to the h by what is called "the cradle," are the slipways. I the actual act of launching the slipways are allowed t fall, if only by a tiny fraction of an inch, on to th standing ways on the shore; and everything that has held the ship in the stocks having been knocked away she slides down that greased runway like a toy release by a small boy down the sloping end of his evening ball.

The approach to this crisis is the trickiest phase o the shipwright's task. By the dexterous use of h wedges and props he has quite literally to lower, or k down, a mass of material weighing thousands of to until the sliding ways that will move with the vess fit exactly into the greased standing ways that w

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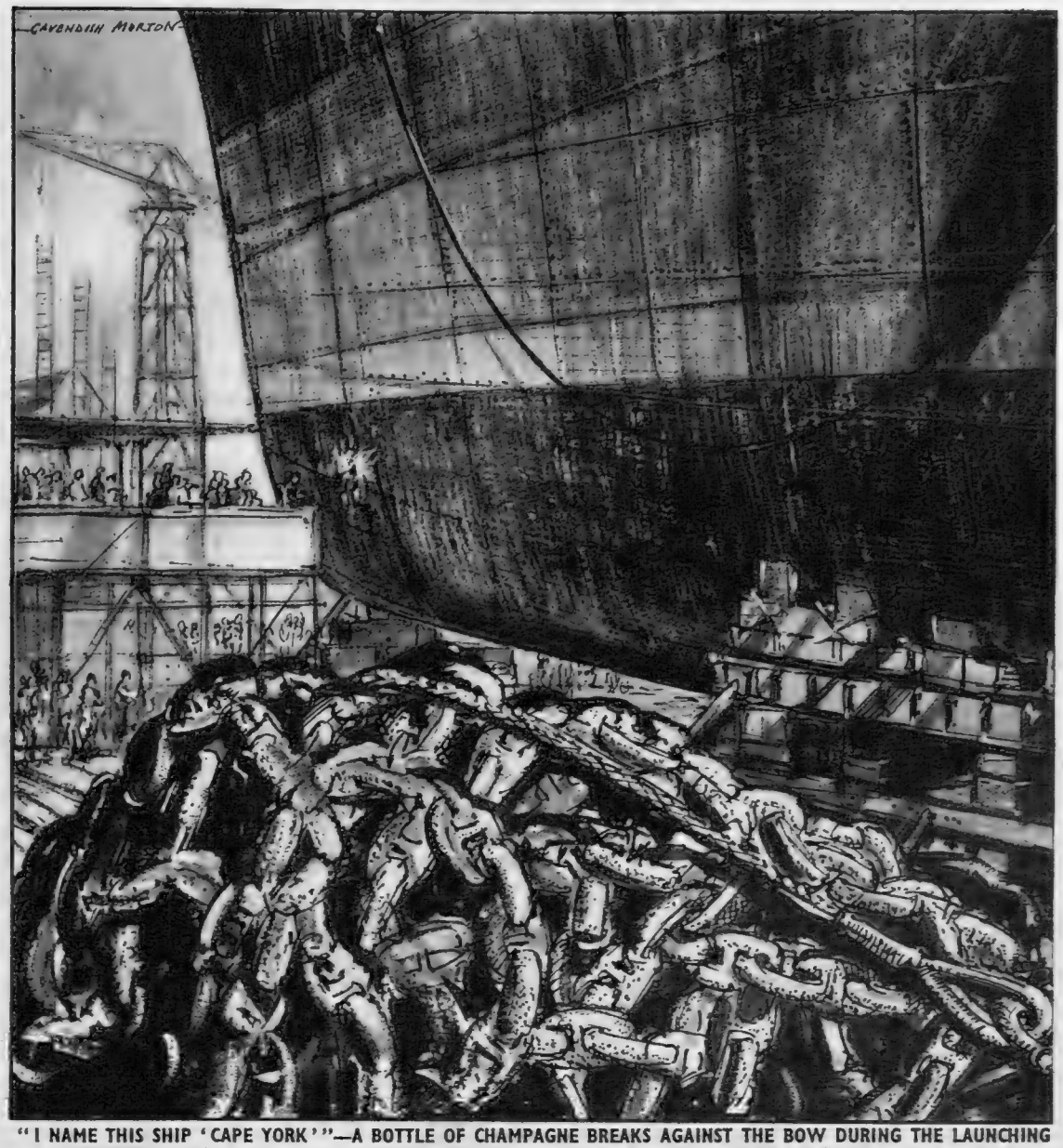
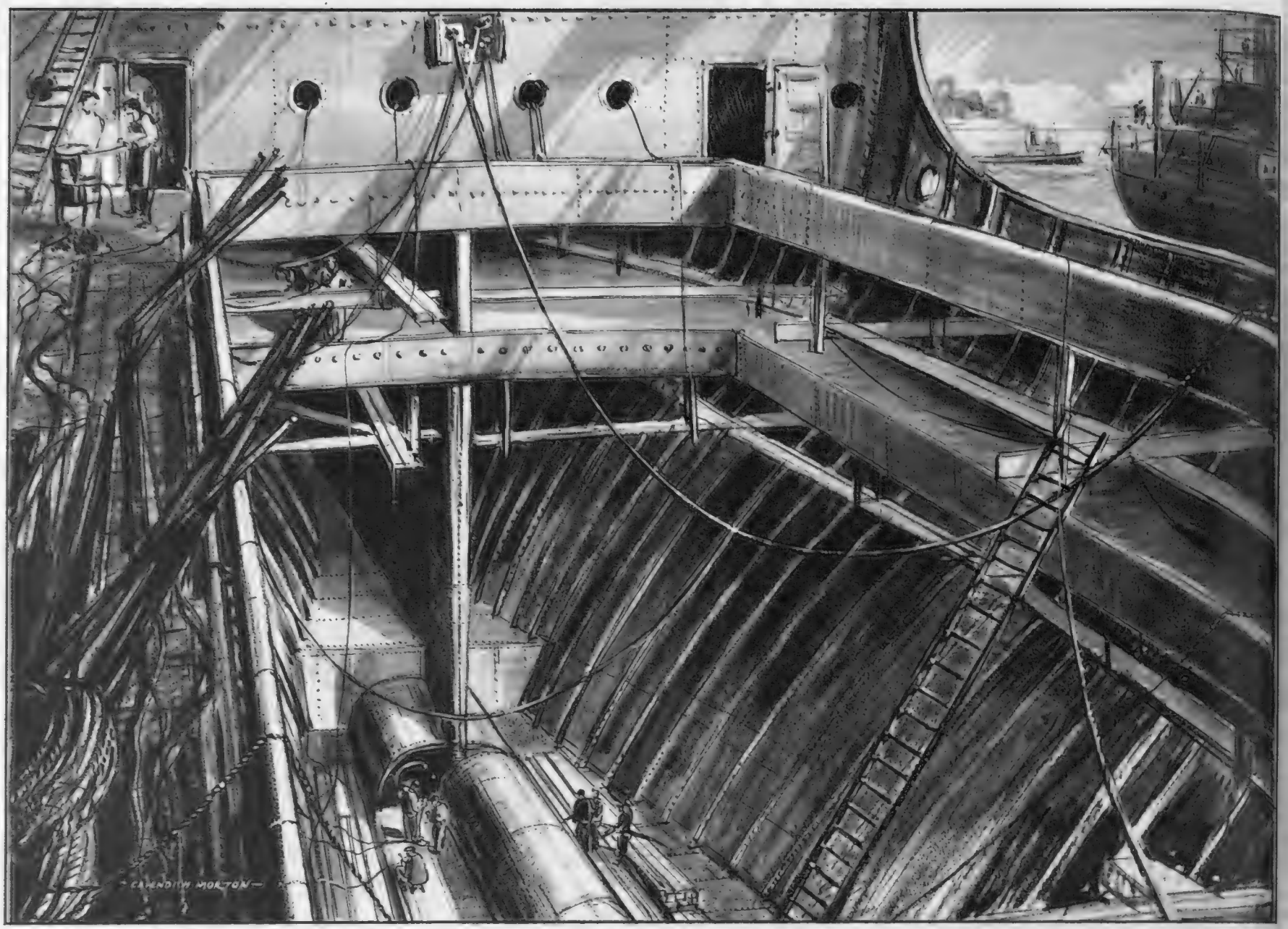
ALMOST READY TO GO : An impressive view looking towards the stern of the new ship. The props that supported her during building have been thinned out to the minimum for safety.



"I NAME THIS SHIP 'CAPE YORK'"—A BOTTLE OF CHAMPAGNE BREAKS AGAINST THE BOW DURING THE LAUNCHING CEREMONY : This is immediately followed by the crashing of mallets as shipwrights knock away the last supports. Then the ship moves into the water, kept in check by the chains seen in the foreground.

CUTTING THE EXPENSES—TIMBER IS SALVED AFTER THE LAUNCHING : The timber was part of the make-up placed along the hull while under construction. Once in the water this floats away from the ship. It is wired together and towed inshore for future use. Within a few days much of this timber may be in place around another vessel.



THE DESERTED APPEARANCE OF A NEWLY-LAUNCHED SHIP: This drawing, made on the day after the *Cape York* had been launched for the Lyle Shipping Company by Lithgow's Ltd., is of the No. 5 hold. It conveys admirably the vast emptiness of a ship before the fitting-out process has properly begun. The construction of a ship is divided into two separate stages—the building of the hull for launching, and then the long fitting-out process. Very often this latter task is much the longer of the two.

A SHIP IS LAUNCHED

(Concluded from previous pages)

bear her weight as she starts to move. As the chosen hour approaches—the hull completed, a high tide and tolerably decent weather duly forecast—he proceeds to knock away almost everything that holds this hull to the ground until the floating ship of to-morrow is hanging by her back teeth, so to speak, with only quite a few blocks and wedges and a set of metal triggers holding her on the leash. Any watchman crawling by night under the mass of a new ship hears the whining and creaking of timber supports as the mass of her strains to obey the laws of dynamics.

Two brief definitions. . . . The "cradle," as the term prettily implies, is the mass of wooden supports that has been built up to support the growing weight of the metal hull. It will slip into the water with it and then be shaken off and duly recovered. The "triggers"—another good phrase—are metal bars which, interlocking as between the sliding ways and the standing ways, are the ship's last links as between land and water. Knock them away, and off she must go! It hardly matters that in some cases the triggers can be electrically released by the pressure of a gloved female finger on a remote launching dais; and the artist's sketch suggests the general idea much more clearly than words can do.

And so she goes at length, the thin female voice giving her her name, with a cheer and a splintering of wood and then the plunge of the bow and the curtsey of the stern as she feels her natural element about her.

Most British ships are launched into fairly narrow waters used by shipping, the Clyde, Tyne, Wear, and so on. In such cases the plunge of the ship into the sea and her subsequent travel are deliberately checked by the carefully-calculated braking power of chains piled along her side and attached to the shell by wire hawsers. (After all, John Brown's, of Clydebank, launched the two Cunard *Queen's* into a river that is in breadth only about two-thirds the length of each!) On some estuaries the shipbuilder can let his product run out freely until her momentum is checked by natural causes. Whatever the technique, however, tugboats are waiting offshore to make immediate contact with their helpless sister and, with the uncanny skill of their kind, push and tow her into the harbour where she will be fitted out.

The production of any ship fit to go to sea is a job in two parts really. The men in the shipyard proper are concerned only to turn out a more or less hollow shell of steel that will float and stay upright when put into the water. The rest is with the engineers and craftsmen, who will stuff this shell with the propelling machinery, lighting, sanitation, refrigeration, radar, navigational instruments, and the rest required to turn her into a floating town or even a mere pantechnicon at sea. Indeed, it usually takes rather less time to put the hull together than it does to fill it with the gadgets required to turn the shell into a ship ready for her first voyage.

Ideally—an ideal not readily realised nowadays—the material required to complete the new vessel, notably the engines, should be ready on the dockside to be dropped into their places in the hull. Certainly a motley army of specialists—plumbers, cabinet-makers, painters, electricians, upholsterers, and what you will—swarms on board at once and starts on all those innumerable tasks, involving innumerable gadgets, that can be carried on simultaneously during the fitting-out process.

In days past it was not uncommon for a ship to be launched with her engines already in place, but a disaster on the Clyde in the early summer of 1883 put an end to that. The ship *Daphne* was being rushed out to catch the Glasgow holiday trade to Ireland. Launched in the normal way, she seemed to float upright for a space, and then, suddenly, she heeled over and sank. More than 100 men working within the hull were drowned. The calamity had at least the effect of promoting research into the factors governing stability; and Jock the shipwright, with his hammer and wedges, will tell you that it couldn't happen nowadays.

When the new ship has gone from under his hands away to the fitting-out basin he looks round to see that curious effect which is always noted after a launch—an emptiness, a great vacancy, on the shore from which the huge structure has slipped within the space of seconds into the water. Sir Walter Scott noted it in his *Journals*, after witnessing the launch of quite a tiny vessel at Blackwall some 150 years ago. . . . Then an assistant yard manager comes along in the bowler hat that is the badge of his trade and gives orders for the berth to be cleared up and made ready for the laying of another keel within a few hours, certainly not later than to-morrow morning.

ANOTHER VIEW OF A PREPARATION FOR LAUNCHING: The props, which supported the *Cape York* towards the stern during her building, are thinned out to the minimum needed for safety. Soon these, too, will be knocked away.

THE FITTING-OUT BEGINS: The newly-launched *Cape York* in the Kingston yard, festooned with hoses and wires carrying compressed air and electricity for the many different types of worker now employed in her. Immediately after a ship is launched a large army of workers, ranging from plumbers to upholsterers, begins to carry out the thousand and one tasks necessary to prepare the ship for her maiden voyage.

On left—

THE "CAPE YORK" IN THE FITTING-OUT BASIN AT KINGSTON YARD: Because she is as yet empty, the ship rides very high in the water. Later on, the *Cape York* will be towed to Kincaid's yard, where the engines will be fitted. In the nineteenth century it was not unusual for a ship to be launched with her engines already in place. An accident in which the weight of the engines caused a ship to overturn during the launching put an end to this dangerous practice.

THE HUMAN LINK IN AN IMPORTANT ROAD: The road from Tibet to Darjeeling, in India, is blocked by a landslide regularly every year, and goods must be carried by hand over a mountain to rejoin the road on the other side of the fall. The porter in the foreground is resting his load on a conveniently-placed rock.

CAUSE AND EFFECT: A young boy porter toils up the hillside. Beyond is the landslide and the road, which is completely obliterated for a mile by the debris.

A Landslide Brings Money in Tibet

The Annual Rockfall on the Road and Railway to Darjeeling Provides Local Inhabitants with the Opportunity of Increasing Their Meagre Earnings

Once every year in winter, the road and railway from Tibet into Darjeeling is blocked by an avalanche of rock and earth, which seriously dislocates traffic on this important route. Six months of every year are spent in clearing away the debris. The avalanches are caused entirely by nature, and machines, which could clear away the debris in a short time, cannot be brought up into the mountains.

The local inhabitants regard the avalanches with true Oriental indifference, but it is doubtful whether they would subscribe to a method of prevention, even if this were possible, because to these people the avalanches rain money, as well as boulders. The supplies for Darjeeling must still go through, and if the way is impassable to trains and lorries the local populace supply the link. The avalanches provide a most welcome chance of earning money, and there are always more people seeking work than there is work to give them.

In the landslide shown in the pictures on this page, rock and earth had obliterated the road for a distance of one mile. On one side of the road and railway, which run parallel, was a steep precipice and on the other a mountain. The supplies are carried by means of a leather strap which goes round the forehead and under the load. Payment is made in proportion to the weight carried. A typical journey of two miles over mountains with a load and two miles back without would earn a porter 5d. Although not much by the standards of the more prosperous parts of the world, it proves attractive, and whole families muster on the spot offering their services. Youngsters of nine and ten years of age toil up the steep 3 in 1 gradient with four 2-gallon tins of petrol on their backs, while their parents and grandparents carry sacks of foods and pieces of machinery weighing between 3 and 4 cwt. Many of the porters are between fifty and sixty years old. The mountain is high and often covered in cloud, and the rarefied atmosphere makes it difficult for a European to walk any distance on the flat, but the local Tibetans readily take to the mountains with their huge loads. The opportunities offered by the avalanches, so inconvenient to the citizens of Darjeeling, are not to be missed by the indigent Tibetans.

THE RAILWAY, TOO, IS INTERRUPTED: This ancient locomotive is drawing a trainload of supplies for Darjeeling.

REPAIRS TO ROAD AND RAILWAY PROVIDE ANOTHER SOURCE OF INCOME: *On left*—Local engineers and labourers set about their annual task of rebuilding the road. *On right*—The stones which are cleared from the railway are chipped into shape to be used in the road repairs.

THE HUSTLE AND BUSTLE OF THE HUMAN TRANSPORTS: Dressed in a motley of clothing, the porters, some with footwear but the majority without, go about their task. Always the gradient is steep, either up or down, and the porters well deserve every penny that they get.

The Wedding in Jordan

The Colourful Ceremonies of the Marriage between King Hussein and the Princess Dina Abdulhamid el Awn at Amman

A ROYAL WEDDING IN AMMAN: King Hussein of Jordan with his bride, Princess Dina Abdulhamid el Awn, at the Royal Palace, Amman, after their wedding last week. The King is a well-known and well-liked ruler, and the city was en fête for the occasion in a small way. Prominent among the 20,000 visitors were soldiers of the Arab Legion and the Beduin, with their colourful robes. The crowd's first glimpse of the Royal couple was early on the morning of the ceremony, when they appeared together on the balcony of the Raghdan Palace. The King on this occasion wore a blue blazer. According to Muslim law, the bride was not present at the legal wedding ceremony, which is attended only by men. The marriage contract was signed before the Kadi of Amman and the King's witness was King Feisal II of Iraq. After this ceremony, the King, now legally married, met his wife, and the witnesses of this symbolic meeting were the women. Then the bride and bridegroom, with their young attendants, moved in stately procession up the staircase to the Throne Room.

THE NEW QUEEN OF JORDAN GREETS HER GUESTS: The Queen shakes hands with a guest while her husband, King Hussein, looks on. Twenty-six years old, the Queen is a distant cousin of the King, and before her marriage taught English Literature at Cairo University. She is a Cambridge graduate.

THE CITY OF AMMAN EN FETE: Beduin tribesmen, in their colourful robes, dance in the streets of the city to celebrate the Royal wedding.

THE ROYAL WEDDING GROUP: The scene in the Throne Room of the palace after the King had formally met his bride. Standing around the Royal couple are the young bridesmaids and pages. The Queen's dress is studded with pearls.

PRINCESS DINA ABDULHAMID GOES TO HER WEDDING: She is wearing the insignia of the Order of King Hussein, and her escort is the Crown Prince Mohamed, the eldest brother of the King of Jordan. In the streets of the city, crowds celebrated until a late hour.

A TRULY ROYAL WEDDING-CAKE: All the preparations were in the grandest style. Among those present was the Queen Mother of Jordan, who for the first time on such an occasion appeared without her veil.

A BASTION AGAINST FLOODS: Holme Sluices, on the River Trent, in Nottingham, are seen from downstream. They are the latest addition to the Nottingham Flood Protection Scheme and are being officially opened by the Duke of Edinburgh next Thursday. He will see what is probably the largest automatically operated battery of sluices in Great Britain. The five steel lifting gates are each 40 ft. wide and 16 ft. 6 ins. deep. The whole Flood Protection Scheme extends over 10 river miles.

THE WATERS ARE CONTROLLED: They are pouring past the access stairways but are fully controlled by the strength and mechanism of the Holme Sluices. On the stairway in the foreground a gauge is marked to show the level of the waters. An increase in the river flow causes floats to start the operation of electric controls for raising the gates.

DEFEATING THE FLOODS

Next Week the Duke of Edinburgh Opens the Holme Sluices of the Very Efficient Nottingham Flood Protection Scheme

In the past six months a great deal has been heard about floods. As a result of unusual winter and spring weather, large areas of Great Britain were affected. Indeed, at times the reports of damage and disaster due to rivers bursting their banks seemed almost monotonous. An exception to this rule was the area of the River Trent in and around Nottingham.

In the past Nottingham has often been regarded as a "probable" when floods threaten. And there was no lack of menace this spring. For instance, between March 25 and March 27 heavy rain fell at a time of thaw of ice and snow. On previous form Nottingham should have suffered flooding. This did not happen.

The reason was the Trent River Board's Nottingham Flood Protection Scheme. It is one of the most masterly defences ever constructed by man against the ravages of natural disaster. Next Thursday the Duke of Edinburgh officially opens one of the key points in this barricade against the waters, the Holme Sluices, which are part of this so highly effective protection scheme.

This new bastion of concrete and steel replaces the old Colwick Weir. Its purpose is to maintain a difference in water-level of approximately 10 ft. at low summer flows. When the flow in the river increases due to rain or melting snow, floats underneath the control house operate the automatic electric controls. By means of electric winches on the superstructure, they cause the gates to be raised 4 ins. for every ½ in. rise in upstream water-level. However, the automatic control does not lower the water-level below that required for navigation.

A rise in the upstream water-level of 2 ft. means the gates are raised 18 ft. above the sill. At this point a secondary automatic control comes into operation and the sluice gates are lifted a further 6 ft. completely clear of the water-level. This allows an unobstructed river flow. As the river-level begins to fall, the reverse happens.

The control house is the nerve-centre of this ingenious mechanism. There are two alarm circuits. One sounds an alarm bell if the electricity supply should fail. The other operates a second alarm bell should any of the gate-raising machinery get "out of step." In this event gates can be worked either by an alternative push-button control from the control house, or from the superstructure.

The Duke of Edinburgh will certainly see enough at Holme to occupy his interests in modern technology and engineering. But it is only part of the large-scale works of the Nottingham Flood Protection Scheme, which extend for some 10 river miles.

Until to-day, Nottingham has been a long-standing sufferer from serious floods. The last two inundations were in 1946 and 1947.

After their experience in 1946, the Trent River Board determined to take action. Professor Thijsse, of the Delft Hydraulic Laboratory, in Holland, was

ARTIFICIAL ISLANDS HELP THE DEFENCES : Looking from the superstructure of the sluices, Holme Locks are immediately below on the right. The locks themselves are not new, but the islands have been artificially extended downstream by steel piling. The cost of the entire Nottingham Flood Protection Scheme is estimated at £1,100,000.

THE BARRICADED WATERS OF NOTTINGHAM : The stepped embankments of the Trent in Nottingham are one of the many devices employed in the defence planning against floods. County Hall is on the right and in the distance is Trent Bridge, which gives its name to the near-by cricket ground.

PROTECTION TO RIVER TRAFFIC : A pontoon boom has been placed upstream of the sluices to keep river traffic clear of them. The sluices replace the old Colwick Weir. The river channel near by is being straightened.

THE CONTROL HOUSE : This is the nerve-centre of the mechanism of Holme Sluices. In it are installed water-level indicators which work in association with electric alarms. The Sluice Attendant's House is behind.

THE OLD PRESERVED AMONG THE NEW : Wilford Parish Church lies close to the river and its presence prohibited widening at this point. But the grass bank below it has been carefully reconstructed. The Flood Protection Scheme proved itself most effectively against heavy rains last March.

invited to construct a hydraulic model to investigate the problem of protection against floods. (At the time the facilities for such experimental construction did not exist in England.)

Then came the extremely serious floods of March 1947, which affected most of the country. Nottingham's determination to defend herself was further increased, and by 1949 a scheme for flood protection had been agreed with the various interested parties. Grants were received from the Government (40 per cent. of the cost), and from British Waterways, since vessels would benefit from the improved navigational facilities on the river.

The Scheme adopted is estimated to cost around £1,100,000. It can best be seen in three sections. The first runs from Beeston to Wilford Power Station. On this the main works have been the building of earthen and concrete floodbanks. The main contractors are Tarslag Ltd., of Rotherham. The second section is from Wilford Power Station to Trent Bridge. Here again the works have largely been the construction of new banks against flooding. A length of Victoria Embankment Road was set back and the suspension bridge was provided with new flood arches. Mitchell Construction Co., of Peterborough, were the main contractors.

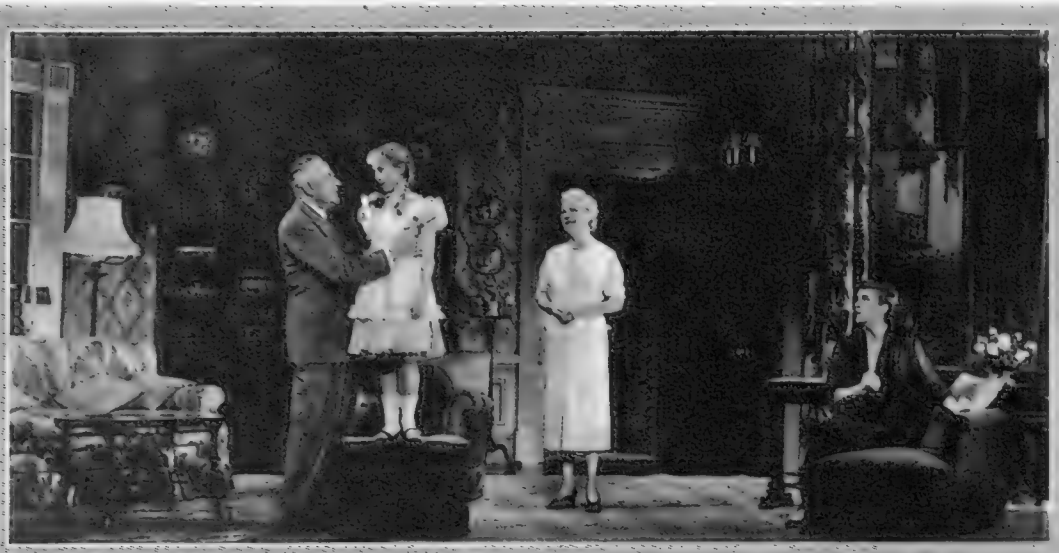
The centre piece of the third section—Trent Bridge to Radcliffe Viaduct—is the Holme Sluices. But their operation has required another major work, the widening of the river channel near the abandoned Colwick Weir. The main contractors in the third are Ransome and Rapier Ltd., of Ipswich, Sir Robert McAlpine and Co., of Leicester and Tarslag, of Rotherham.

The entire Protection Scheme is not yet complete. The final phase—further flood defences on the banks—will start next month.

But already these bastions are most effectively withstanding the onslaughts of nature. A few weeks ago the rains came. Nottingham found itself secure behind its barricades of steel and concrete and the impregnable defence against the torrents in the Holme Sluices. To the Duke of Edinburgh the citizens can tell with pride their story of enterprise, determination and foresight.

Heredity and Despair

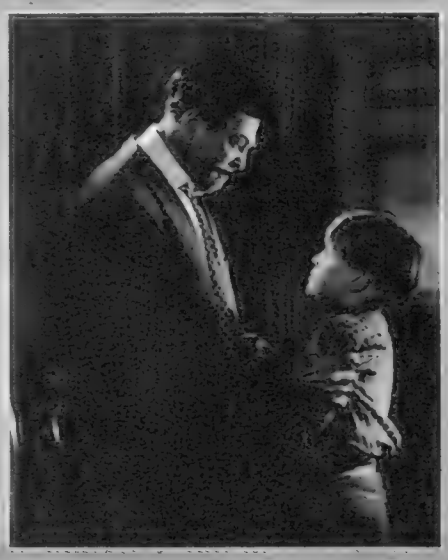
Two New Straight Plays in London Theatres; and a Lavish New Musical



"THE BAD SEED": From the left are Richard Bravo (Malcolm Keen), Rhoda Penmark (Carol Wolveridge), Monica Breedlove (Margalo Gillmore) and Christine Penmark (Diana Wynyard) in the second act of the new play at the Aldwych Theatre in London. The play, by Maxwell Anderson, is based on the powerful novel by William March. *The Bad Seed* is produced by Frith Banbury.

There seems to be something of a fashion in plays with children as the central character. London has recently seen a number of them. *The Bad Seed* poses the old problem of heredity *versus* environment. A child has been brought up in a good American home, tended by happy and loving parents. It is soon revealed that her mother's mother was a notorious poisoner, and to the granddaughter passes this terrible inheritance. The drama unfolds as the sweet innocent drowns a boy, who has won a prize which she coveted; and roasts alive an unfortunate house-man who has discovered evidence of the crime. Her mother, who realises what has occurred, also finds that her child was responsible for the death of an old woman, two years before. Diana Wynyard vividly conveys the sufferings of the unfortunate woman.

A CHILD MURDERESS: Christine Penmark (Diana Wynyard) reads to her daughter Rhoda (Carol Wolveridge), in *The Bad Seed*. The plot turns on the child's inheritance of murderous tendencies from her maternal grandmother.



"THE DESPERATE HOURS": From left—Patrick Allen, Donald Stewart, Denis Shaw (seated) and Gordon Tanner in a scene in the American thriller of psychological suspense by Joseph Hayes, at the London Hippodrome.

A GANGSTER AND A CHILD: George Margo and David Hannaford in *The Desperate Hours*, in which three gaol-breakers quarter themselves forcibly on a suburban family.

The Desperate Hours, at the London Hippodrome, is a thriller full of psychological suspense. The scene is set in America. Three desperate criminals have broken out from a Federal prison. On the run, they pick on a suburban house and billet themselves on the owners by force. Mr. and Mrs. Hilliard (played by Bernard Lee and Diana Churchill) are a highly-respectable couple, with a teenage daughter (Jacqueline Ellis) and a son (David Hannaford). As a result of the situation forced upon them, a drama of conflicts between characters develops. Dan Hilliard's reactions are most skilfully drawn. Faced by the criminals, he wants to preserve his family. But eventually he finds he must also preserve his self-respect. So he discovers in himself, the respectable citizen, hidden reserves of toughness. And he pays the gangsters back in their own coin.

THE UNWILLING HOSTS: Diana Churchill and Bernard Lee play the respectable householders whom the gangsters compel to become their hosts. From this situation a dramatic conflict of characters develops. Others in the cast include Richard Carlyle, Barry Foster, and Dorothy Baird.

On left—

ARABIA NIGHTLY AT THE STOLL THEATRE: A scene from the new American musical *Kismet*, which is being presented by Jack Hylton in London. Alfred Drake, as a beggar-poet turned magician, pleads with the Wazir, played by Paul Whitsun-Jones, to spare his right hand. Joan Diener, as Lalume, the frivolous wife of the Wazir, is an interested listener. The story, which is frequently interrupted by lavishly presented choruses and dances, is of a rascally beggar-poet, who masquerades as a magician at the Caliph's Court. When trouble comes, he escapes because the Caliph falls in love with his daughter. Alfred Drake is quite undoubtedly the star of the show, as well as the lead. His ringing voice and swashbuckling movements are proving a great success with the London audiences. The music and lyrics are by Robert Wright and George Forest, and the book is by Charles Lederer and Luther Davis.

Power for Morocco

A GREAT NEW DAM WHICH WILL PROVIDE ELECTRICITY AND WATER OVER A LARGE AREA

The opening of the Bin el Ouidance dam by M. Pierre July, the French Minister for Moroccan Affairs, last week provided a welcome although short respite from the political tension and unrest which have marked events in Morocco of recent years. Not only will the dam increase by a marked amount Morocco's potential agricultural output, but industry, too, will benefit. Waters from the dam will irrigate over 300,000 acres of land which have hitherto been infertile, and the two power stations which will be worked by the waters will generate 550,000,000 kilowatt hours per year. This is an increase of 60 per cent. over the previous electricity available in French Morocco.

Before work could be started on the dam itself, over twenty-five miles of roads had to be built, and a small town was also constructed to house the 500 Europeans and 2,000 natives employed on the project. Almost 500,000 tons of concrete were used. The height of the barrage is over 600 ft. and the artificial lake holds nearly 2,000,000 cub. ft. of water. The Bin el Ouidance dam has taken three years to complete and is part of a larger, long-term scheme for improving the country.

THE BIN EL OUIDANCE DAM—A GREAT NEW ASSET FOR FRENCH MOROCCO: An air view of the new dam, which was officially opened by the French Minister for Moroccan and Tunisian Affairs last week. This dam will provide irrigation waters and electricity over a wide area.

BARREN LAND WILL NOW BECOME FERTILE: One of the irrigation channels which will carry water from the new dam to a vast expanse of land which has for thousands of years been barren. Some 300,000 acres of desert will benefit from the scheme.

AT THE OFFICIAL OPENING CEREMONY: M. July, the French Minister, is seen wearing a lounge suit and bow-tie in the centre of this group. On his left is el Glaoui, Pasha of Marrakesh, and in uniform towards the left is M. Francis Lacoste, the Resident-General in Morocco.

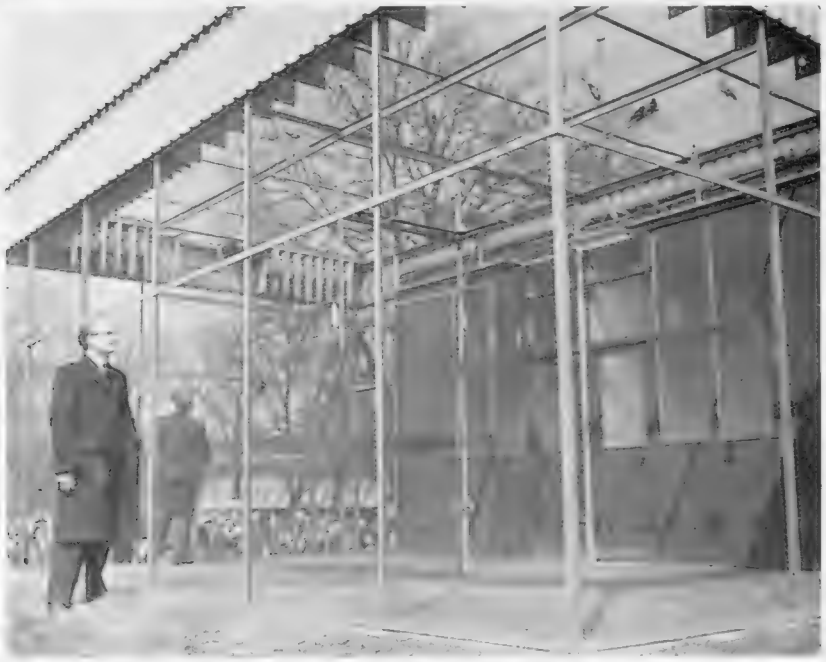
THE ELECTRICAL INSTALLATIONS: The waters from the dam will be used by two hydro-electric stations to produce electricity. This will benefit not only the small communities in the area, but many large towns also.

DRAWING THE WATER WHICH WILL BRING LIFE TO INFERTILE LAND: These great pipes bring water from the dam. It is then pumped through a network of pipe-line canals to the desert areas. The dam is part of a long-term scheme for increased public utilities.

THE HOME NEWS IN PICTURES

A REVIEW OF RECENT EVENTS IN ENGLAND AND SCOTLAND

HIGH SPIRITS AT THE FIRST PONY STALLION SHOW: Shirafi, a seven-year-old chestnut, rears up as he is led round the judging ring at Ascot by Mrs. F. H. Belliti, of Norwich. *On left*—A general view of the show, which was held at the Royal Ascot racecourse last week. It was the first national stallion show for mountain, moorland and other breeds to be held in this country, and was organised by the Ponies of Britain Club. There were over 180 entries competing for six premiums and the Great Fancy Challenge Cup. This was won by Oakwell Sir James, owned by Mr. F. Haydon.



A NEW AVIARY IS OPENED AT THE REGENT'S PARK ZOO IN LONDON: The Duke of Bedford, who opened the aviary, looks at some of the exhibits after the ceremony. The aviary has been erected as a monument to the Duke's father, the 12th Duke of Bedford, who was a keen and well-known naturalist and aviculturist. Many of the birds in the cage once belonged to him. Some of the birds are "homing budgerigars," a strain developed by the late Duke.

HOCKTIDE AT HUNGERFORD: Like a scene from the Pied Piper of Hamelin, children follow the Tuttimen during the well-known Hocktide ceremonies. According to custom, the Tuttimen collect a toll of one penny from all and a kiss from the women. Hocktide is said to commemorate the granting of fishing rights in the Kennet by John o' Gaunt.

A FAMOUS CRICKETING INN WITH A UNIQUE COAT-OF-ARMS: *On left* is Ye Olde Beverlie Inn at St. Stephen's, Canterbury, Kent. In the front parlour of the inn (*above*) is the coat-of-arms of the Beverley Cricket Club, 120 years old this season and one of the oldest clubs in the world. The board is quartered and surmounted by crossed churchwarden pipes, supported by two figures in the cricketing dress of the 1830's, who are said to represent the brothers William de Chair and George Baker, the founders of the Canterbury Cricketing Week. Also featured on the board are a foaming tankard, stumps, bats, balls, Canterbury Cathedral and the "Crab and Winkle" railway. This is depicted by an Emett-like train about to enter a tunnel. This line once formed the boundary of the St. Stephen's cricket-pitch. The board was designed in 1[illegible] by the Rev. J. Fagge, the Rev. J. Baker and William de Chair Be[illegible]

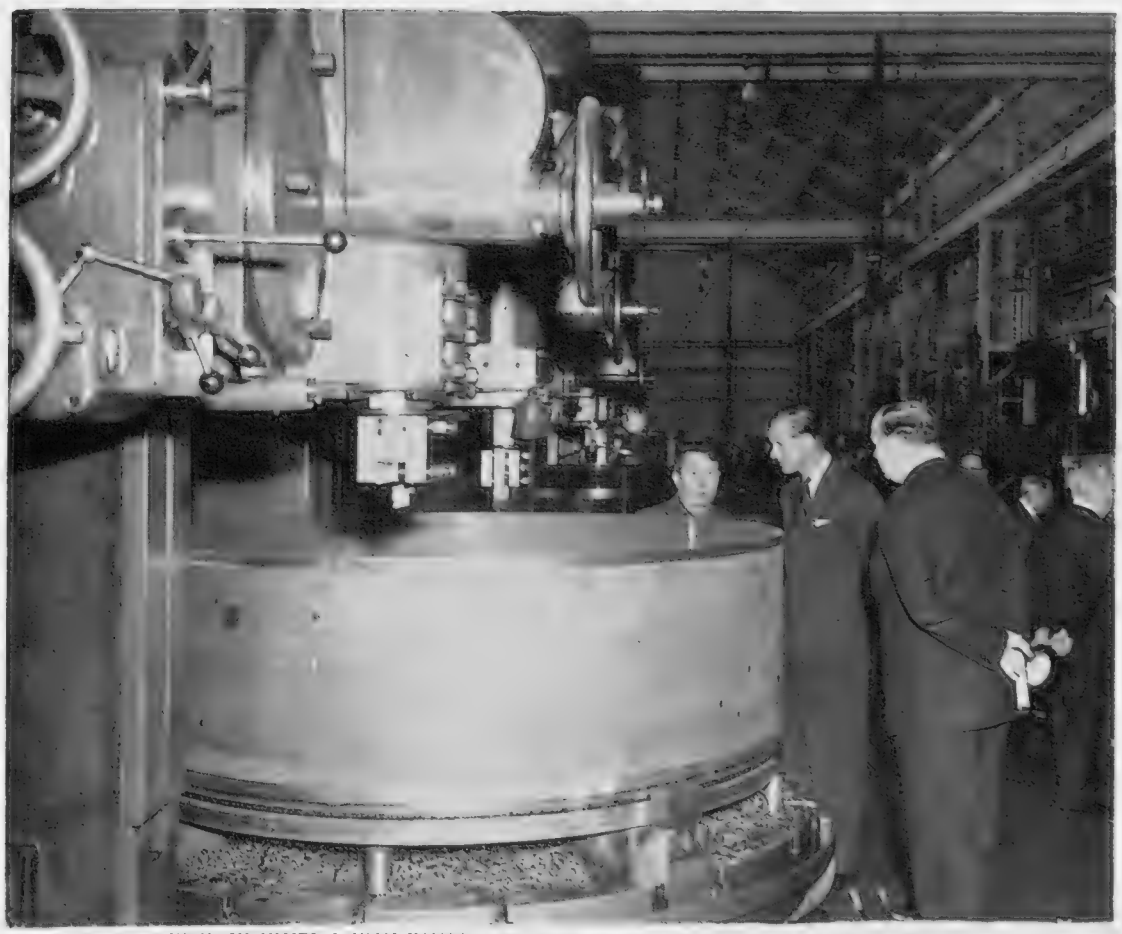
SCOTLAND EXPORTS TRACTORS TO PERSIA : A long goods train, carrying fifty Massey Harris tractors, leaving Kilmarnock Goods Station for Liverpool. At Liverpool the tractors were loaded on board the *City of Lyons*, berthed at the Alexandria Dock, and are now on the way to Teheran. This consignment, which is the largest ever to leave Scotland, is valued at £45,000.

RESTORING ENGLAND'S OLDEST CHRISTIAN CHURCH : St. Martin's Church, Canterbury, where much restoration work is being carried out on the nave. Although the greater part of the task is now almost completed, the old pews are rotting and have to be removed. The date when the church was built is a source of continual controversy. The materials used in building are mainly Roman, but the work is said to have been carried out by the Saxons. The tower, built mainly of flint and ragstone, is a fourteenth-century addition. The first mention is by the Venerable Bede, who recorded : " There was on the east side of the city a church dedicated to St. Martin ; built of old while the Romans were still inhabiting Britain."

On left—

TWENTY-ONE NEW QUEEN'S COUNSEL ARE SWORN IN : A group showing some of the new Q.C.s after the swearing-in ceremony before the Lord Chancellor, at the House of Lords. From the left are : Mr. J. B. Walmsley, Mr. F. N. Bucher, Mr. J. S. Watson, Mr. H. J. Brown, Mr. F. D. L. McIntyre, Mr. N. Lawson, Mr. Stephen Chapman, Mr. N. G. L. Richards, Mr. Edward Terrell, Mr. Michael J. Albery, Mr. Herbert R. Askew, Mr. Harold Lightman, Mr. G. N. Black, Mr. Joseph T. Maloney, Mr. Denis Hicks Robson and Mr. Derek C. Walker-Smith, M.P.

REDECORATIONS IN THE ROYAL NAVAL COLLEGE AT GREENWICH : Craftsmen repairing the pulpit in the chapel, which has been closed since last July. It is the first time that work of this kind has been carried out there for seventy years. The first task was exploratory cleaning of the painted plaster which enriches the ceiling and walls, to find out the extent of the work which would have to be done. The task of redecoration has now begun in earnest. The college is built on the site of the palace where Henry VIII and his daughters Mary and Elizabeth were born.



THE DUKE OF EDINBURGH VISITS A NEW TOWN : The Duke is seen during his tour of the Fluidrive Engineering Company at Bracknell, in Berkshire, which he visited last week. On the right is Mr. A. Vickers, one of the directors of the firm. This was one of the three factories which the Duke saw while in the town. At one of the other factories Prince Philip saw men at work on defence contracts in a secret laboratory.

Frigates, Freighters and Oil Tankers

RECENT NEWS OF THE SHIPPING INDUSTRY IN BRITAIN, FRANCE AND GERMANY

A NEW AIR DIRECTION FRIGATE FOR THE NAVY ENTERS THE WATER : H.M.S. *Chichester* goes down the slipway at the Govan yard of the Fairfield Shipbuilding and Engineering Company, her builders. The frigate, which is 340 ft. long and 40 ft. across the beam, was launched by the Countess of Home, the wife of the Minister of State for Scotland. When she enters service with the Navy, H.M.S. *Chichester* will be used to provide early warning of the movements of enemy planes to aircraft-carriers, thus allowing the Fleet Air Arm fighter planes to make early contact. Her main armament is to be two 4.5-in. guns.

A MINUTE BEFORE DISASTER : Held in check by stout ropes, the Moroccan freighter *Meziane* is seen heeled over at a dangerous angle in the docks at Rouen, France. Just after this picture had been taken the *Meziane*, despite the check-ropes, swung completely over and sank within a few minutes. The 1,200-ton freighter had been in collision with a barge some two hours earlier and the resulting hole caused the disaster. The ship was on her way back to Casablanca.

THE WORLD'S BIGGEST TANKER PREPARES FOR HER FIRST WORKING TRIP : The 47,000-ton tanker, *Al-Malik Saud Al-Awal*, is seen at the Howaldt Shipyards, Hamburg, where she is being prepared for the sea. Owned by Aristotle Onassis, the tanker is to be used by the Socony-Vacuum Oil Company, who have chartered her in exchange for two smaller tankers of the Onassis fleet which they had used previously. The *Al-Malik Saud Al-Awal* will ply between the Persian Gulf and the eastern seaboard of the United States of America.

On left—

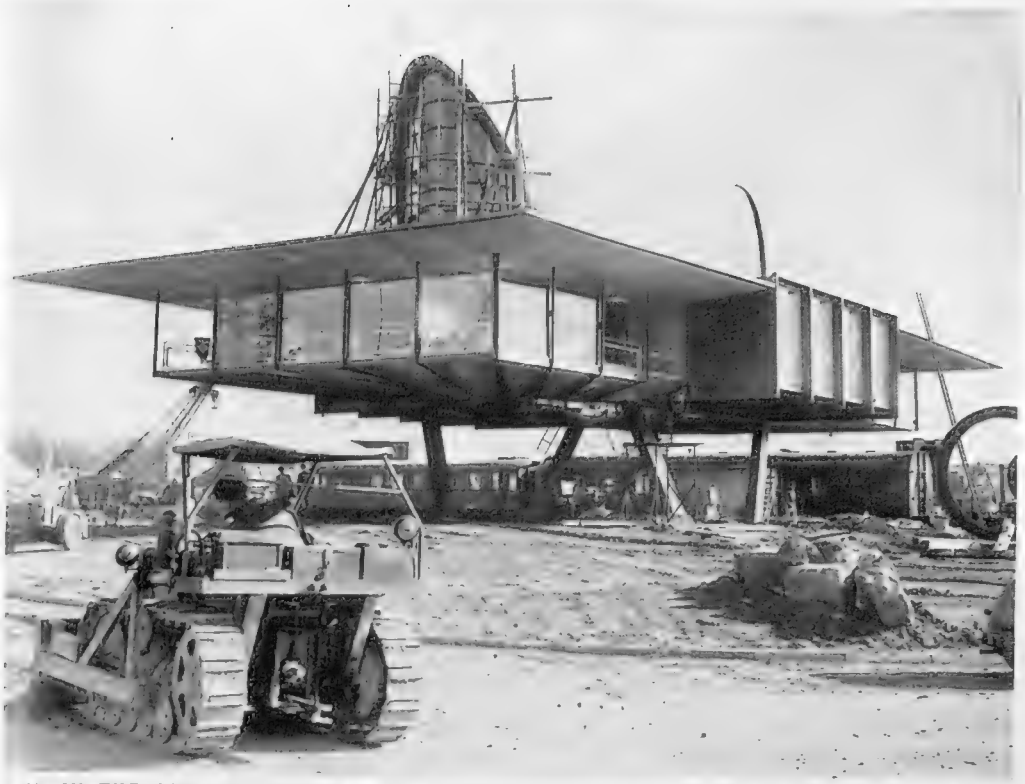
A PLASTIC BOAT FOR EXPORT TO SOUTH AFRICA : The hull of the boat, which is believed to be the largest single plastic moulding in the world. The material used is known as Deborine, which is a plastic reinforced by glass fibres, and the boat has been built by Halmatic Ltd., of Portsmouth, under Lloyd's survey. The vessel is now being fitted out by Tough Bros., of Teddington, for use in big-game fishing off Cape Town. Because the hull is in one piece and of great strength there is no metal or wooden keel as in a normal boat. Other advantages brought about by the use of Deborine is added lightness, no danger of rotting, absolute waterproofing and no warping. The colour is impregnated into the material and will not fade or need repainting.

On right—

THE INTERIOR OF THE PLASTIC BOAT: The hull weighs 6,000 lb. and is much lighter than one made of wood or metal.

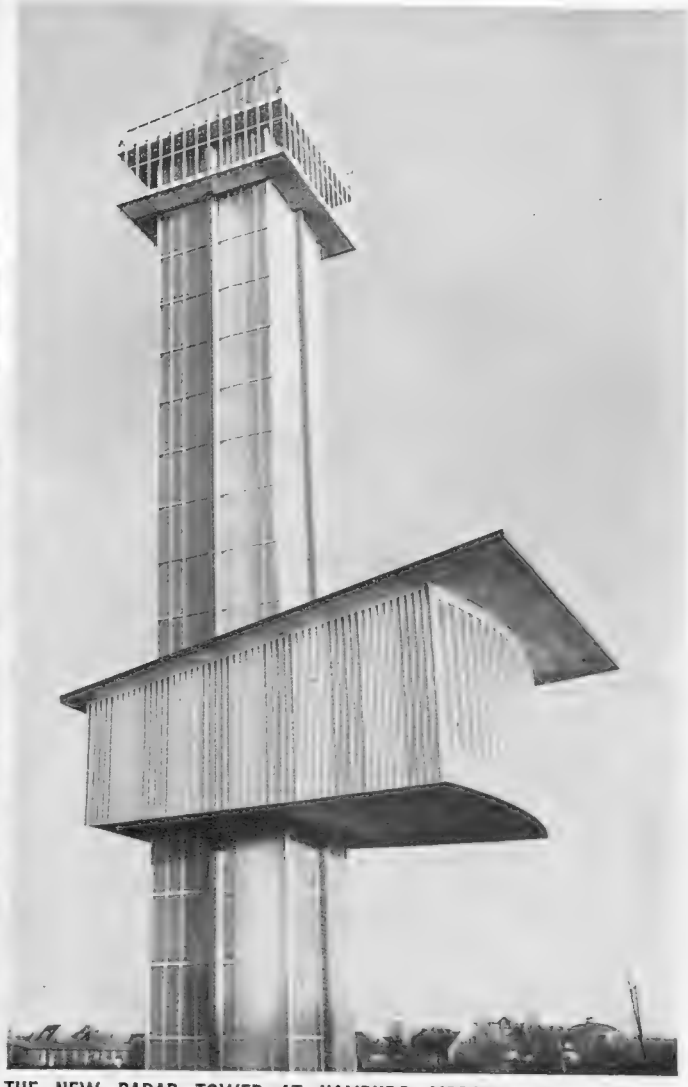
Human Ingenuity

Buildings and Engineering Feats in Many Parts of the World



"UP IN THE AIR" AT THE HANOVER INDUSTRIAL EXHIBITION: The Pavilion of the Rhineland Steel Works has the appearance of a giant aircraft about to be airborne. This picture was taken shortly before it was completed. It is raised above the ground on steel pillars. The Hanover Exhibition opened this week.

Centre right—
AN ENGINEERING FEAT IN FRENCH EQUATORIAL AFRICA: This curved bridge stretches for over a mile. It connects Douala and Bonaberi, in the French Cameroons. Both road and rail traffic will be able to use it. The bridge is part of the development programme the French are undertaking.



THE NEW RADAR TOWER AT HAMBURG AIRPORT: The Lufthansa Company has its headquarters here. The German civil air line restarted its operations at the beginning of this month after being banned for ten years. For the first few weeks services are confined to Germany. But proving flights have already been made to London and other capitals and external services are expected to start next month to Britain, France and Spain.

DENMARK'S LATEST HOTEL: The Europa in Copenhagen was opened this month and is regarded as the most up to date in the country. It has 187 rooms and seventeen storeys, with a restaurant at the top. This hotel will increase accommodation for Copenhagen's ever-growing number of visitors.

AN AMERICAN SOLUTION FOR THE PARKING PROBLEM: In this most ingenious tower at Jacksonville, the capital of the state of Mississippi, cars are raised and lowered on platforms by means of the wheel-and-chain device. Thus ten cars can occupy the space normally taken by two on the ground.

ENTER the SILVER CLOUD and the "S" SERIES

Two New Rolls-Royce and Bentley Models Make Their Debut; Car Ownership in Britain and the U.S.A.; and Other News of the Motoring World

BY "THE SPHERE" MOTORING CORRESPONDENT

HAVING to some extent recovered from our disappointment that the abbreviated, pre-election Budget produced no relief in either petrol tax or purchase tax on cars, let us turn to more cheerful motoring news.

The announcement of a new Rolls-Royce model is always an important motoring event, and this week there was news of a new Rolls—the Silver Cloud—and a similar car in the Bentley range, to be known as the "S" Series. Both the new Rolls and the new Bentley are identical, except for their traditional radiators, just as the cars they replace were the same: the Silver Dawn and the Bentley Sports Saloon.

They are even bigger and more powerful than the models they supplant, and they cost more. The Silver Cloud is £3,385, plus £1,411 10s. tax—a total of £4,796 10s. That is £135 more than the Silver Dawn on basic price and £191 in all.

The new "S" Series Bentley is £3,295, plus £1,374 tax—a total of £4,669. This is £195 more than the list price of the Sports Saloon and £276 more in all.

The new cars are faster, and they *look* faster, too. The styling is restrained and dignified, in the Rolls tradition, yet it is different enough from that of their predecessors to show that here are new, up-to-the-minute models.

The 6-cylinder engine is basically the same, but the bore has been increased by three millimetres to 95 mm. and the cubic capacity has been raised from 4,556 cc. to 4,887 cc. It has an aluminium alloy head, six separate inlet ports, redesigned, water-jacketed inlet manifolds and a new exhaust system.

These new cars are the first Rolls-Royce products to be fitted with automatic transmission as standard. They use the Hydra-Matic system, with overriding manual control, there being a fluid coupling and a set of compound planetary gears.

The redesigned, welded chassis frame, of box section, enables the general line of the car to be lower without any loss of head room. The steel four-door body is of stressed skin construction, but aluminium has been used for the bonnet, luggage locker lid and doors, to save weight. There is less wind noise at high speeds than in the older models.

The suspension is softer and there is a two-position ride control which varies the setting of the rear dampers. Another improvement concerns the steering. This is lighter than before, with no tendency towards over-steer. Braking has been improved, there is better heating and ventilation, the field of vision has been increased and the seats are wider, making the car a genuine six-seater.

The luggage-boot is bigger and of more convenient shape. At 10 ft. 3 ins. the wheelbase is 3 ins. longer and there is an increase of 11 ins. in overall length, which is now 17 ft. 8 ins.

In his report to the annual meeting of the Ford Motor Company, of Dagenham, the Chairman, Sir Rowland Smith, made an interesting comparison between car ownership in Britain and the U.S.A. "Over there," he said, "there is one car for every three people, compared with one for every sixteen in this country.

"We have, in fact, reached in this year, 1955, the position the Americans had reached by 1920, which is thirty-five years ago. What is the reason for this astonishing contrast? I suggest that one of the main reasons is the tremendous weight of taxation which has increasingly been thrust upon the British vehicle owner.

"He is taxed three times over: by petrol tax, by purchase tax added to the price of his car, and by his car licence. For example, to the owner of a Ford Popular, the lowest-priced car, averaging 7,000 miles a year, the total annual tax burden is at least £47 and the figure rises to £73 a year for the Zephyr owner. Contrast this with the equivalent of £20 a year for the average American motorist." Sir Rowland also mentioned that the average American wage-earner would have to work ten minutes to pay for a gallon of petrol and the Englishman forty-five minutes.

Congratulations to the Duke of Richmond and Gordon on the success of the international motor-race meeting staged on his Goodwood (Sussex) circuit on Easter Monday by the British Automobile Racing Club. A record crowd of more than 50,000 people saw some thrilling racing in excellent weather.

It was a great day for Roy Salvadori, who competed in five of the eight races in three different cars. He won three of them and finished second in the other two. In his 2½-litre Maserati he won the main event—a 21-lap race for Formula I cars—at an average speed of 89.26 m.p.h.

Also in the Maserati, he came second to Bob Gerard (Cooper-Bristol) in a 5-lap handicap race and finished second to Peter Collins (1½-litre, supercharged B.R.M.) in a 7-lap *formula libre* race. Salvadori, in a Connaught, won a 7-lap race for racing cars up to 2,000 cc., and he gained an 83.4 m.p.h. win in an Aston-Martin DB3S in a 5-lap sports car race because the first two men home—Mike Sparken, in a Ferrari, and Duncan Hamilton, in a Jaguar—were penalised for starting before the flag dropped.

THE NEW ROLLS-ROYCE SILVER CLOUD: Both the Silver Cloud and the Bentley "S" series are identical except for their radiators. *On right*—An artist's impression of the interior which, the Motoring Correspondent notes, is "a genuine six-seater."

Sir William Rootes, head of the Rootes Group, was at Devonshire House, Piccadilly, the other day, to wish God speed to an Australian family who have bought a Hillman Husky estate car to drive back to their own country. Their 12,000-miles itinerary will take them through twenty countries.

Head of this adventure-seeking family is Mr. Fred Thwaites, a writer of novels and travel books. On his long drive home he will have the company of his wife, who is a broadcaster and fashion writer, and their two sons.

Sir William Rootes said the Husky was the smallest vehicle ever to be used for such a journey. He took the opportunity of saying that, in spite of the import restrictions imposed by the Australian Government recently, the Rootes Group was going ahead with its development plans in that great continent.

BY ROAD TO AUSTRALIA: Mr. and Mrs. Fred Thwaites and their sons have arranged to travel 12,000 miles in this Hillman Husky estate car. Their route will take them through twenty countries.

Were you unlucky enough to get caught in one of those enormous traffic jams on Easter Monday? If so, you have my sympathy. There were closely-packed, slow-moving traffic queues stretching for several miles on some of the roads leading to London from the sea.

Here, surely, was a grim warning to the Government of what conditions may be like soon on Britain's antiquated roads at any summer week-end. If the Easter Monday congestion becomes a regular feature of British motoring the sale of cars in the home market is bound to slump considerably.

People would certainly think twice about buying a car for pleasure motoring alone.

The term "pleasure motoring" loses its meaning completely in the stop-go-stop, yard-at-a-time kind of driving we had over the Bank Holiday. The big car firms are already getting worried over this serious aspect of Britain's traffic chaos.

If you were to ask why Slough has been chosen by the Minister of Transport for a big road safety experiment lasting two years, I should say it is largely because the Road Research Laboratory is not far away—at Langley, in Buckinghamshire. At the same time, Slough is a town typical of many in Britain, and the lessons learned in the new road safety experiments can be applied universally.

In this "guinea pig" town of 67,000 inhabitants road accident statistics have been carefully compiled for many years. They will provide an invaluable yardstick by which to measure the effectiveness, or otherwise, of the safety measures to be tried out at Slough over the next twenty-four months.

Road junctions are to be improved (with roundabouts provided in some cases), certain streets are to be widened, there will be lay-bys for buses and more street refuges and guard rails. Courtesy police patrols are to be considerably strengthened with both cars and motor-cycles.

The Minister of Transport remains silent on the subject of underground car parks beneath London's squares. I believe this is because he is not at all happy about the idea. Do not be surprised if the idea is abandoned altogether. Opposition to the proposal is growing and the people who once liked the idea are having second thoughts.

The main objections are these: spoliation of London's famous squares, with possible ruin for their lovely plane trees; exorbitant cost of construction, necessitating almost impossible parking charges if they are to pay their way; and the belief that the kerbside space freed by cars using the underground parks would immediately be seized by motorists who at present leave their cars at home because of parking difficulties.

They were talking about these underground parks at a recent forum of the Architectural Association, and I notice that Mr. Colin Buchanan, architect to the Ministry of Housing and Local Government, who is against these subterranean garages, hinted that the parking and traffic problems in Central London may become insoluble in the near future.

The *Autocar* quotes him as saying that the authorities may have to "turn to the possibility of restrictions of various kinds—the limitation of the influx of people to Central London, including industrial concerns, organisations and the like."

Take special care when you drive through Buckinghamshire! Brigadier J. N. Cheney, the Chief Constable, has had cameras fitted to the windscreens of police patrol cars. If you overtake dangerously or commit any of the other sins that motorists are heir to, there may be one of these patrol cars behind taking pictures like mad.

Says Brigadier Cheney: "The driver or observer need have no technical photographic experience. All he has to do is press a button and a picture is taken." He thinks the cameras will also be useful for taking pictures of accidents, instead of waiting while special equipment is sent for.

The National Benzole Company are claiming that their new National Benzole mixture has an aromatic content which is double that of any other ordinary premium petrol on sale to-day. Now, obviously, they are not saying this in the belief that motorists like their petrol to smell nice!

Why, then, this sudden plug for aromatic hydrocarbons? Answer: Because their greatest value is their anti-knock qualities, and because the Benzole mixed with petrol to form the national Benzole brand of motor spirit has an aromatic content of 100 per cent.

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The World of Books—By VERNON FANE

A FEW MONTHS IN DALMATIA

A Swede Records His Travels; Essays by Isaac Deutscher; "Cowboys and Indians"; Winifred Brown's Third Volume of Her Own Adventurous Life

FOR the past many months there has been a skittish little tune to be heard all over the place, occasionally sung by eager, childish trebles, and occasionally played in thumping, well-defined rhythm. I believe it is called "The Happy Wanderer," and I also believe that it very well describes the author of one of this week's books, a Swedish writer called Torgny Sommelius, who started out on a business trip to India and, on a whim, spent the next few months instead in Dalmatia. Mr. Sommelius, indeed, is one of those persons so conveniently categorised as having a whim of iron, and in his case a random change of itinerary eventually gave him the material for a travel book of impressive scope and lively observation.

THE IRON GATE OF ILLYRIA (Hart-Davis. 18s.) is the account of the author's travels, if so purposeful a word is apposite, through Yugoslavia, and through Bosnia and Herzegovina to the Iron Gate, the Danube and its river territories. He saw a lot, noted a lot and, being that kind of nature which the little song extols, enjoyed a lot. A girl student in Dubrovnik said to him something that must have appealed to him when she declared: "I've never known of any other conditions than those we're living in. When I was little there was a war on. And now I've no time for anything but living. And I want to live. I'm happy."

HOME AGAIN: Dame Edith Sitwell and her brother, Sir Osbert Sitwell, are seen on board the liner *United States*, at Southampton, after returning from a visit to America.

But the great virtue of this book, apart from its welcome light-heartedness and its relish for new scenes, is the tolerance which Mr. Sommelius brings to its consideration, a wide-eyed, uncritical approach which remains, luckily for readers, just this side of the naïve. I enjoyed this book and the freshness that it brought to the study of a country so often regarded as a political proving-ground, and not as a hard and beautiful land of individualists.

HERETICS AND RENEGADES (Hamish Hamilton. 15s.) is a collection of essays by Mr. Isaac Deutscher, written for publication during recent years as sequels and progressions from his 1953 book, *Russia after Stalin*. Mr. Deutscher is himself an ex-Communist, having been expelled from the Polish Communist Party in 1932, and it is both interesting and refreshing to remember that his reputation as a commentator and critic of political matters depends at least as much on his attitude to lapsed or rebellious Communists as to the doctrine itself. In the present book, and in the opening essay, which I found the most penetrating of them all, Mr. Deutscher writes of the ex-Communist's conscience, and quotes, with a certain wryness, Silone, André Gide, Louis Fischer, Richard Wright, Stephen Spender and, inevitably, Koestler. Of the ex-Communist Mr. Deutscher himself writes that: "His former illusion at least implied a positive ideal. His disillusionment is utterly negative. His role is therefore intellectually and politically barren." A melancholy conclusion perhaps, but the sign of a healthy reaction from the time when an apprenticeship in Communism was regarded as necessary to clear liberal feeling.

In one's youth the prevailing and the most exciting game was "Cowboys and Indians." The rules were extremely elastic. As the amateur ambushes and the equally amateur Indian war-cries proceeded, most children entered into the hazardous spirit of the game as thoroughly as the nursery code allowed. Now that those children have reached maturity and another generation grown up which has other ideals of adventure, comes a history of the development of the American West that is as evocative of those wide and dangerous spaces as it is exciting.

THE SKY WAS THEIR ROOF (Melrose. 16s.) is Mr. Robin A. Kelly's reconstruction of the days when settlers and pioneers in the Western states of America had to fight not only the hardships of drought, exposure and starvation, but the menace of marauding Indians and, in the newly-built towns, the crooks, gamblers and killers. As if to show that the implicit faith of childhood was justified, Mr. Kelly writes of the sheriffs, the vigilantes, and the other law officers who did what they could, with a quick gun and a cold eye, to combat the forces of disorder, and he gives a fine account of one Wyatt Earp, a man with a distinguished career as a marshal, who "worked wonders in the dusty streets of Dodge at a time when it was the capital of the cow country. He was incredibly quick on the draw and lived to a ripe old age to prove it."

That, as we may not have said then but emphatically say now, is the stuff to give them.

Miss Winifred Brown's name is well known because she is the only woman to have won the King's Cup Air Race, but I think it should be equally celebrated for her candour in autobiography. UNDER SIX PLANETS (Peter Davies. 15s.) is the third, and the most comprehensive, of the volumes Miss Brown has written about her own adventurous life, and it is at least as notable as the others for its frankness, its lack of feminine arts and the straightforward approach to the author's life as a wife and a mother, as well as a famous figure in the flying and sailing worlds.

It was in 1930 that Miss Brown, to her own surprise, as she explains, won the King's Cup, and the Lancashire lass from that moment was set on a career that was to include much sailing, much travel, more than competent performances in tennis, golf, hockey and ice-hockey, and service in two world wars.

There could scarcely be a farther cry than from this autobiography to Mr. Iain D. B. Pilkington's story of Marie Antoinette, QUEEN OF THE TRIANON (Jarrolds. 18s.), a dramatic reconstruction of the last twenty years of her short life, which was to end at the age of thirty-seven on the scaffold. The glories and the tragedies of her reign with Louis XVI, of Versailles, with its splendours and frivolities, can never, it seems, be told too often, and the author brings considerable gifts of scholarship and of clear exposition to his work.

THE SWEET LOST YEARS (Robert Hale. 9s. 6d.) comes somewhere between a biography and a novel, and the reader's appreciation of it must be a little disturbed by the uncertainty of how close it really comes to being the story of Ellen Terry, whose day, after all, was not so very long before our own, and so much in living memory. Miss Hebe Elsna, however, is a genuine story-teller, and obviously decided that this form of fiction suits her talents better than that of the formal biography, and I am sure that there will be many to agree with her. Personally, I find this an uncomfortable style, with its long and necessarily imagined dialogues, and would prefer a muter and possibly more imaginative way of conveying the nature of a principal character. But I suppose that these are no more than quibbles, since Ellen Terry was, demonstrably, a fine actress and an enchanting person, and it must be a perfectly reasonable project, from a writer's point of view, to try to convey the spirit and liveliness of her early years, from the day of her meeting with G. F. Watts to the day of her first promise of stage triumph, within the imaginative but sympathetic terms of fiction.

Mr. Martin Boyd has written the second of a series of novels which will—and already do—depict the lives of an Australian family, English-born and partly English-bred, and no more and no less eccentric than any family of immense ramifications, and a certain proportion of dotty cousins and aunts. The great point about Mr. Boyd's version of a family saga is that it is really compulsively readable, not merely for the same reasons which make that a little true of every saga from Deuteronomy onwards, but because each character is so sharply defined and so real that, in the simplest language, one wants to read about what happens to them next.

To achieve this degree of Reader Interest (as they say across the Atlantic) the characters need not necessarily be estimable, but they must not be dull, and here Mr. Boyd does very well indeed. A DIFFICULT YOUNG MAN (Cresset Press. 12s. 6d.) may have a negligible personage in its length, but, if so, he is truly worth neglecting. For the rest, these are people one might dislike very much, or like, or even enjoy. But they are not easily dismissible, even in the terms of the Leith police.

ENTER SIR ROBERT (Hamish Hamilton. 12s. 6d.) is Miss Angela Thirkell's newest Barsetshire chronicle, and it has one admirable new angle—though angles, whether Tri or Eternal, are not what we have ever relished—and that is the imminent introduction of Agnes's husband, Sir Robert. He does enter, too, but on the last page, and, as it were, the curtain falls as he is announced. A nice device, and one that might be good enough to hold one in suspense until the next instalment of life at Hatch End and Little Misfit, if that were needed. I think, though, that there are enough faithful readers who do love Miss Thirkell's work this side avidity to make any of "the old come-on technique" unnecessary. And among those faithful I count myself, with the single reservation that I think Sir Robert is going to be a dead bore when he *does* appear.

THE HAPPY HOME, *a comprehensive guide to Household Management, has been compiled and edited by the Good Housekeeping Institute, in co-operation with the Gas Council. This profusely illustrated volume, which totals over 500 pages, costs* 30s.

THE TRIAL OF JOMO KENYATTA (Martin Secker and Warburg. 18s.) *is an account by Montagu Slater of the lengthy proceedings in Kenya when Kenyatta was tried and convicted on the charge of being the leader of the Mau Mau.*

FISHING BOATS OF THE WORLD (Fishing News. £4 10s.), *which records the knowledge and experience of many authorities on aspects of fishing-boat design, equipment and operation, has been edited by Jan-Olof Traung, Naval Architect, Fisheries Division, Food and Agriculture Organisation of the United Nations. There are about 600 illustrations.*

The latest addition to the Regional Books series, edited by Brian Vesey-Fitzgerald, is entitled **SALISBURY PLAIN** (Robert Hale. 18s.). *Written by Ralph Whitlock, the book is well illustrated.*

GALLAND'S WAR COMMENTARY

An Assessment of the Nazi Effort

It will be many years yet before all the tactics and strategy of the Second World War emerge from both sides of the conflict to make a reasonably well-ordered pattern, so that the historian may marshal facts with fair certainty. As it is, we are still digesting the individual evidence from works of varying reliability and interest. Of undoubted value, both for present reading and future understanding, is Adolf Galland's THE FIRST AND THE LAST (Methuen. 18s.). Galland, with Marseille, Udet and Mölders, was one of Germany's ace-fighter pilots. He claimed 105 victories in aerial combat, and rose to be Commander-in-Chief of the German fighter force. *The First and the Last* takes us from the war in Spain, where Germans gained such vital combat experience through their country's intervention, to the high-tide of German victory in Europe, and, finally, to the hour of defeat. Galland fought through it all, and many times during these campaigns he had the opportunity of talking with Hitler and Goering.

In the autumn of 1939 Germany had an experimental Freya radar set of sufficient quality to give timely warning of the approach of British bombers to Wilhelmshaven. Practically the entire unescorted task force was, in consequence, destroyed. But Germany did not concentrate on this vital arm. Likewise, Hitler vetoed the production of the jet fighter in 1940 and its mass production in 1943. This fighter might well have saved Germany from annihilation by Allied bombs. *The First and the Last* is a most authoritative piece of work. The modest accounts of personal combats are, indeed, enthralling, but they are far outweighed by the importance of this overall view of the strategical and tactical aspects of the world conflict.

John Masters' COROMANDEL (Michael Joseph. 12s. 6d.) is a lusty tale of a young man's adventures in England and India in the seventeenth century. The author is, perhaps, on surest ground in India, where his fine descriptive passages are equalled by his strong characterisation. The distinction between the working of the Occidental and the Oriental mind is well drawn. The Westerner is direct and to the point, the Easterner seldom says what he really thinks and usually asks for the opposite of what he wants. An enjoyable book and it reflects the mounting skill of Mr. Masters.

The swift and dramatic "flight" of Nora Kovach and Istvan Rabovsky across the border from East to West Berlin, just at the moment when these two ballet stars were about to take part in a Gala Performance at the East Berlin State Opera, provided a moment of some excitement, both in the world of the theatre and of diplomacy. In LEAP THROUGH THE CURTAIN (Weidenfeld and Nicolson. 12s. 6d.), they tell us all about their "dance to freedom"—and the reasons why. The story is set down by George Mikes.

When Stanley chose the title *In Darkest Africa* for the account of his marvellous travels, he was thinking of the pygmies of the Ituri Forest and the immense herds of wild elephants and buffaloes in the limitless green savannah. Nowadays, perhaps, the emphasis has been shifted, and darkest Africa might apply particularly to the slums of Johannesburg's Shanty Town or the pitiful dwellings of the Cape coloured people. This is the view that F. Spencer Chapman takes in his approach to the great continent, through which he has journeyed by caravan a total of 17,000 miles in the course of a year. As he deals, for the most part, with Africa's unspoilt glories he has fairly enough decided that his title shall be LIGHTEST AFRICA (Chatto and Windus. 25s.). Starting from Cape Town, and travelling through Basutoland, Swaziland, right up to the Belgian Congo and the Sudan, and then doubling back through the territories of East Africa, the author and his family travelled through every imaginable climate and kind of country. This is a good book, with some superb colour photographs.

In very similar vein, but focusing attention on a single people and on a rather less extensive but even more remote part of the world, is Colin Simpson's ADAM IN PLUMES (Angus and Robertson. 21s.). He tells us of the people of the high valleys of Central New Guinea who, until their existence was brought to light twenty years ago, lived literally "out of this world." The people of the Wahgi, who dwelt beyond the last frontier, have a medieval sense of colour and pageantry. Mr. Simpson's book, which is beautifully illustrated, in part with colour photographs, emphasises their strong characteristics and some of the astonishing aspects of their lives.

Of much fascination, if of rather specialised interest, is Alice K. Early's ENGLISH DOLLS, EFFIGIES AND PUPPETS (B. T. Batsford. 25s.). This is not merely a treatise on dolls as toys, but on all those doll-like representations which man's piety or superstition have produced.

Also of specialised interest is THE ANGLING TIMES BOOK (James Barrie. 12s. 6d.), which has been edited by Bernard Venables and Howard Marshall. This is to be an annual production, and active followers of angling have promised it their enthusiastic support. The contributions to Volume I are rich and varied.

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HOTEL DISCO *in*

IT is curious how our English counties seem to pair off—Devon and Cornwall, Norfolk and Suffolk, then Kent and Sussex with Surrey constantly coming into the touring picture. Certainly all three counties are rich in historic interest and scenic beauty, and as a curtain-raiser to Britain as a whole there could be no better prologue.

I have been puzzled how best to compress information on these three counties into a small space, and hope that the gazetteer form I have adopted will prove helpful. I would add that *all the hotels whose announcements appear on these pages are personally known to me and I can unhesitatingly recommend them.*

KENT

BELTINGE, by Herne Bay.—Famed for its bracing air, sea fishing and selectiveness, for a quiet family holiday or a week-end break in term time. Recommended hotel—The Miramar

Bodiam Castle, Sussex (National Trust)

BIRCHINGTON-ON-SEA.—Selective, free from trippers and famed for its sands, sea air and high sunshine figures. Recommended hotels—The Beresford and the smaller Bungalow (A Trust House).

CANTERBURY.—The cradle of English Christianity. This fascinating Cathedral City should certainly be stayed in. Choose Cathedral Gate Hotel (unlicensed), in the shadow of the Cathedral, or Abbots Barton Hotel (licensed), on the Dover Road.

FOLKESTONE.—Channel port and attractive resort with plentiful opportunities for sport and entertainment. Its famous Leas are delightful for level promenading. Among recommended hotels are The Burlington and The Princes, set back in Bouverie Road.

HAWKHURST.—Splendid centre for exploring the Weald of Kent and East Sussex. Rye, Bodiam Castle, Battle Abbey and Canterbury are all accessible. Recommended hotel—Tudor Hall.

HYTHE.—An ancient Cinque Port, next door to Folkestone and now popular as an uncrowded seaside resort. Recommendations—Hotel Imperial, with a full-size 9-hole level golf course, and its sister hotel (medium priced), Stade Court (unlicensed).

KINGSGATE-ON-SEA.—So near to Cliftonville but so remote in character. Fine cliff walks, sands, first-class golf, and champagne-like air. Recommended hotel—Fayreness.

SEVENOAKS.—Only 24 miles from London and a good centre for sightseeing. Knole House and Park, Dickens' land and excursions into Surrey. Recommended hotel—Park Hill.

TUNBRIDGE WELLS.—Famous as a resort since the days of Beau Nash. Very conveniently situated for London and the Sussex coast. Do not miss in the vicinity, Penshurst Place, Chiddingstone, Bayham Abbey and, of course, The Pantiles. Recommended hotel—The Spa.

WESTGATE-ON-SEA.—Set between Birchington and Margate this small seaside resort has much to commend it from a family holiday standpoint. Good sands, no crowds, and Thanet air. Recommended hotel—Sea Grange.

SURREY

ENGLEFIELD GREEN.—Set on the hillside, and with ease of access to Windsor, Ascot and London. Recommended hotel—The Lodge, particularly popular among people from overseas.

NEAR GUILDFORD.—This county town has much of interest from its old Guildhall to its modern Cathedral, still in course of construction. Bramley, three miles to the south, makes a good base. Recommended hotel—Bramley Grange.

RICHMOND.—Only eight miles from London's West End! It is hard to believe this when in Richmond's famous park, or on the summit of Richmond Hill. It is here that you will find my recommendation—Morshead Hotel.

WEYBRIDGE.—Eighteen miles from London is largely residential. On the road to Walton-on-Thames are the grounds of Oatlands Park Hotel—with own golf course—one of the best residential hotels in the country.

Before passing on to Sussex, make particular note of CATERING HOUSES LTD., who have a string of attractive hotels dotted around the county. Among the principal ones, which are conveniently located for tourists, are Ashley Park Hotel, Walton-on-Thames, the Hog's Back Hotel, near Farnham, Hoskins Arms, near Oxted, and The White Hart Hotel, at Haslemere. Readers writing to their head office, 28, Commercial Road, Guildford, can obtain a full list.

VERIES

Kent, Surrey and Sussex

by ASHLEY COURTENAY

SUSSEX

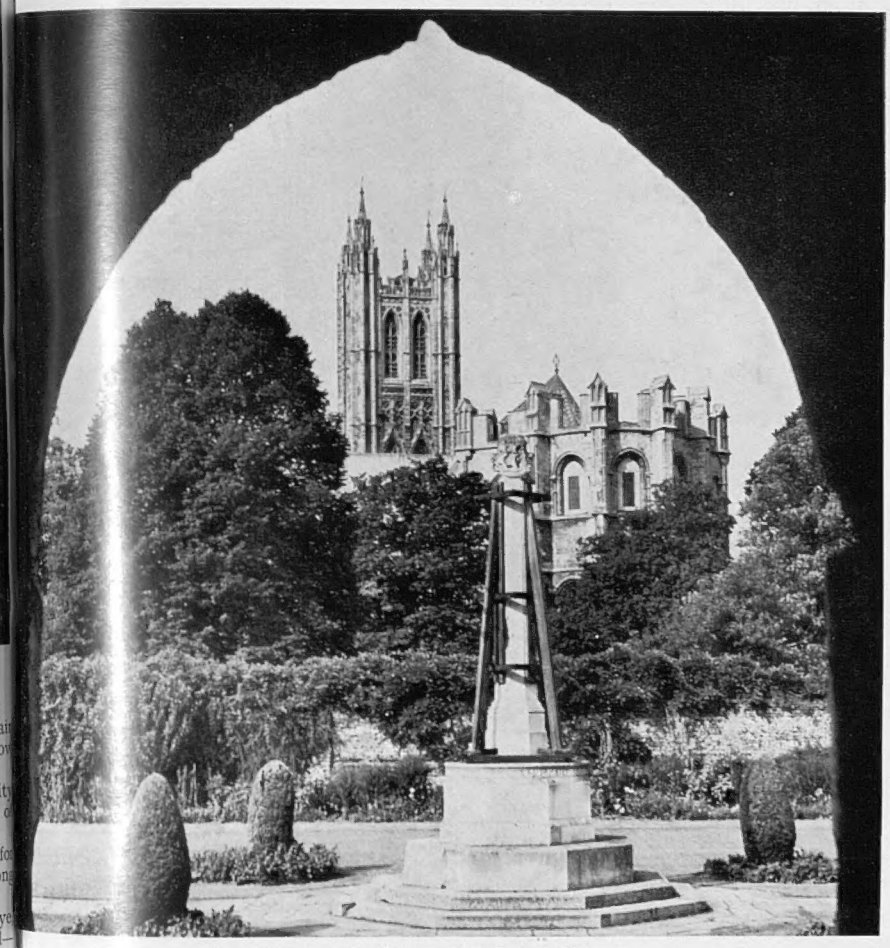
Arundel.—Its Castle is an imposing landmark, there is the River Arun to boat on, the South Downs to roam over and the sea but four miles away. Recommended hotel—The Warming Pan at Crossbush.

Bexhill-on-Sea.—Select residential and holiday resort with good shops and sunshine. Battle Abbey and Pevensey Castle are quite close. Recommended Guest House—Bedford Lodge.

Brighton.—No introduction is needed to this famous resort which still has some fine Regency houses. Everything laid on here for holiday pleasure. Many good hotels, but for one of the oldest and still one of the best, stay at The Old Ship on the sea front.

Chichester.—The more you see of this Cathedral City the fonder you will get. Its sixteenth-century Market Cross, its wealth of Georgian houses and old town walls all warrant attention. Recommended hotel—The Ship, in North Street.

East Wittering.—A small resort seven miles from Chichester. A good spot for the family holiday with plenty of sands, sunshine and seascape. Recommended hotel and pub—The Old Barn, almost at water's edge.



Peace Memorial Gardens and Cathedral, Canterbury

Fishbourne.—A small village just outside Chichester, and within walking distance of Bosham, Dell Quay and other attractive inlets of Chichester Harbour. Recommended guest house—Willow Cottage.

Hastings.—This famous resort which is connected with one date in history we all remember. Sheltered from the north it has an all-the-year-round season, and an enterprising corporation provides plenty of entertainment. Recommended hotel—The Yelton.

Haywards Heath.—With a wonderful train service to London and the coast, this is a popular holiday and residential centre in the heart of Sussex. Recommended hotel for meals, or to stay—The Birch.

Hove.—Shares with its neighbour, Brighton, all its health-giving qualities and entertainment, but is preferred by many because it is quieter and does not attract the daily excursionist. Recommended hotel—Sackville Court, on the sea front.

Lindfield.—A picturesque village two miles north of Haywards Heath. Lovely unspoilt countryside all around. Recommended hotel—The County.

Ninfield.—Set on a ridge four miles from Battle Abbey and Bexhill. Close by was the scene of the Battle of Hastings. Favourite riding country. Recommended hotel—Moor Hall, with own riding stables.

Pulborough.—Excellent train service from London and the coast, and happily situated for visiting many points of interest in West Sussex. Near by is Petworth House (National Trust), The Roman Villa, Bignor and Parham House, open in summer. Recommended hotel—The Chequers.

Seaford.—Small seaside resort near Newhaven. Its many schools are indicative of its healthiness. Good golf. Recommended hotel—The Esplanade (a Trust House).

Winchelsea.—As historic as its next door neighbour, Rye, and containing many Georgian houses. A place to stay in rather than pass through. Recommended inn—The New Inn.

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to Ashley Courtenay, c/o The Editor, The Sphere, *Ingram House, 195–198, Strand, London, W.C.2.*

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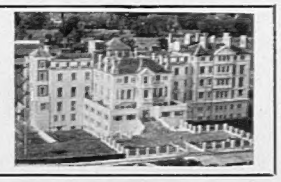

HYTHE. STADE COURT HOTEL

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Large comfortable rooms, good food and willing service. Wooded grounds, garden with tennis court, children welcomed (reduced rates). First-class golf nearby. Cocktail Bar, Television. Write for brochure. Tel.: 3708.

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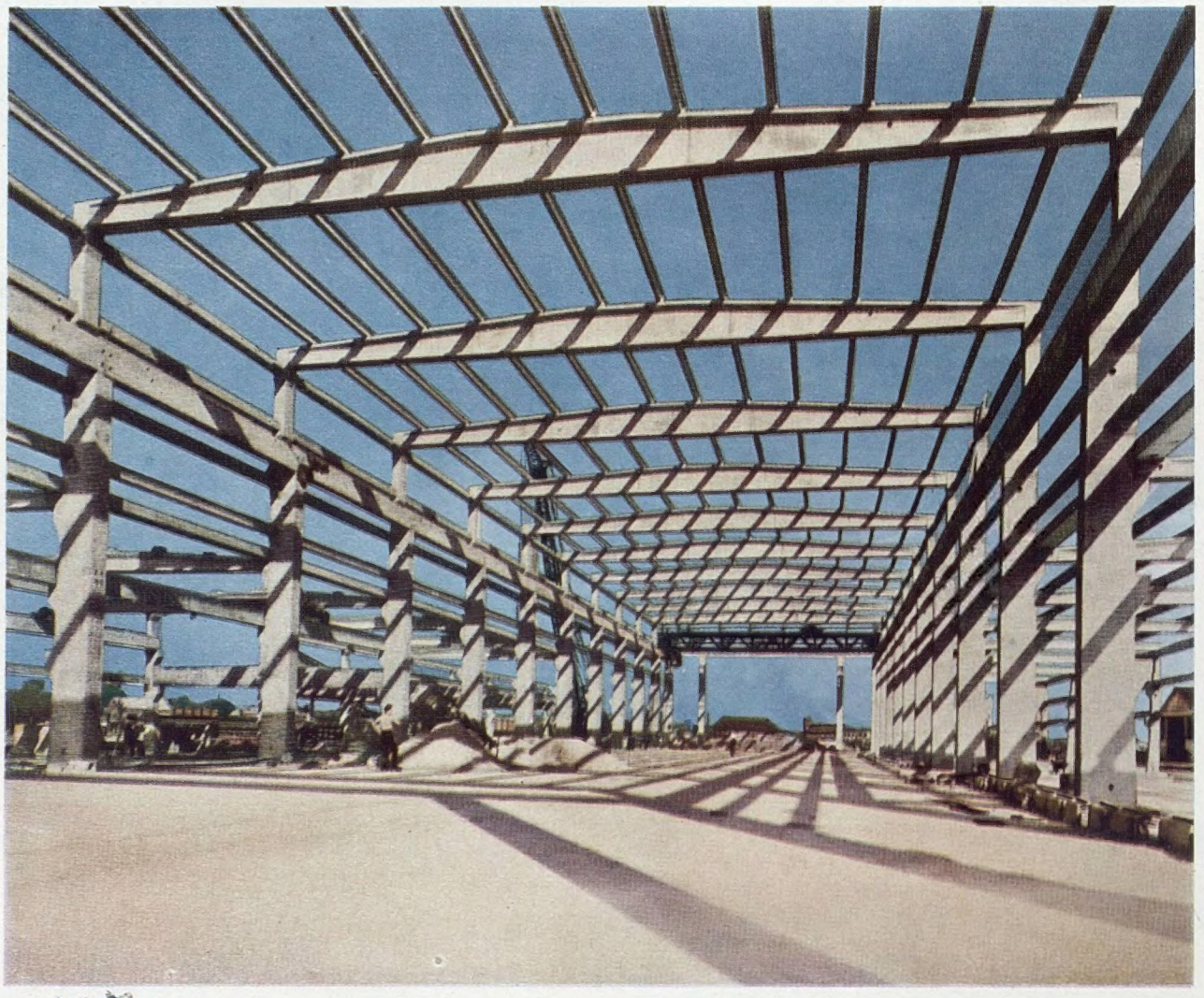

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